HORIZON 2035

The Metropolitan Transportation Plan
for the Louisville (KY-IN) Metropolitan Planning Area:
Clark & Floyd Counties, Indiana and
Bullitt, Jefferson, & Oldham Counties, Kentucky

AUGUST 2014

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Kentuckiana Regional Planning
and Development Agency

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The Metropolitan Transportation Plan for the Louisville (KY-IN) Metropolitan Area

AUGUST 2014

KIPDA

Transportation Planning Division

11520 Commonwealth Drive

Louisville, Kentucky 40299

502.266.6144

502.266.5047 FAX

800.962.8408 IN TDD

800.648.6056 KY TDD

Email: kipda.trans@ky.gov

Website: www.kipda.org

This document is available in accessible formats when requested in advance.

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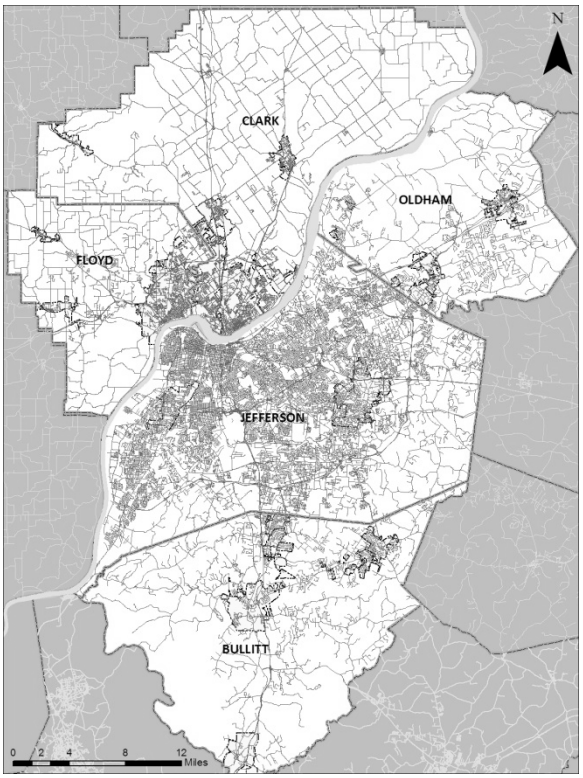
Introduction

The Louisville (KY-IN) Metropolitan Planning Area (MPA) includes Clark, Floyd, and a portion of Harrison counties in Indiana; and Bullitt, Jefferson, and Oldham counties in Kentucky. There are differences across the MPA: populations, ages, incomes, development, industry, densities, and intensities. Transportation strategies included in *Horizon 2035* are proposed specifically to meet the challenge of providing a transportation system for people and goods across different and evolving environments.



Horizon 2035 is a cooperative effort between member governments, the Transportation Technical Coordinating Committee, the Transportation Policy Committee, and the public. This effort from all parties enables the Kentuckiana Regional Planning and Development Agency (KIPDA) Metropolitan Planning Organization (MPO) to meet key elements required of a long-range metropolitan transportation plan. The input and guidance from all parties result in mobility improvements across the region.

Horizon 2035, in accordance with 23 CFR 450.324 (b) provides " … both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand."

Planning Process

Federal regulations require that the metropolitan transportation be updated every four years. The metropolitan transportation plan is the product of an update to the *Horizon 2030 Long-Range Transportation Plan* that was adopted by the TPC in November 2010.

The update to *Horizon 2030* began with the review of the current Transportation Act: Moving Ahead for Progress in the 21st Century (MAP 21) and a review of the existing metropolitan transportation plan, *Horizon 2030*. The update process provided an opportunity for a review of existing projects identified *Horizon 2030* and consideration of adding or removing projects. Additional activities associated with an update to a metropolitan transportation plan include a review of and input from:

- Socio Economic Data
- Financial Demonstration of the Plan
- Transportation System Impacts
- Input from the Public
- Transportation Safety and Security
- Regional Air Quality Impacts
- Title VI / Environmental Justice
- Movement of People and Goods
- Land Use
- Efficient Investment of Limited Dollars

The MAP 21 Planning Factors serve as the overarching transportation planning guidance and include:

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase accessibility and mobility of people and freight;*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient system management and operation; and*
8. *Emphasize the preservation of the existing transportation system.*

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

MAP 21 Planning Factors 23 U.S.C. 450.306 (b) (1-8), (c).

Increased mobility options, the need to stay globally competitive, and the demand for enhanced connectivity call for a variety of transportation strategies. As a result, this plan contains an array of projects suited to meet the diverse needs of area residents and businesses.

Horizon 2035 is a project specific plan intended to serve as a guide for the evolution of the region's transportation system. The TPC, as the governing body for the KIPDA MPO, has the responsibility for providing due consideration to the transportation needs, wants, desires of, and impacts to the region. It is the TPC who weighs out, considers, and responds to the various transportation issues before them and, in doing so, incorporates them into the direction they provide for *Horizon 2035*.

Plan & Project Development

An effective transportation plan is one that understands transportation needs, defines transportation priorities, and works within the parameters introduced to the planning process by state and federal guidance and regulations. The goal of a transportation plan is the development of both strategies and actions whose cumulative impact benefits the region, leading to the more efficient movement of people and goods.

A number of resources were relied upon for this update of the Louisville (KY-IN) Metropolitan Planning Area (MPA) Transportation Plan, *Horizon 2035*. From the recognition of Regional Priorities to a review of congestion analysis and the collection of public comment, several influences guided the update process, development, and identification of transportation investments included in *Horizon 2035*.

Regional Priorities

The Transportation Policy Committee (TPC) has defined and adopted priorities to serve as a guide for the development of the Transportation Plan update. These priorities identify important issues used to assist the TPC in assuring projects that support these priorities move forward.

The diversity of priorities, ranging from relieving congestion, to supporting freight movement, to alternate modes, indicate the TPC's desire to increase transportation choices in *Horizon 2035* (see Appendix E).

Title VI / Environmental Justice

The *Environmental Justice Title VI Plan* (October 2004) specifies that in the course of updating the Metropolitan Transportation Plan, efforts will be made to identify the needs, wants, and concerns of those persons who live and work within the Environmental Justice areas. The EJ study areas were defined through the drafting of the *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern*.
It states:

> When considering project impacts in Environmental Justice Study Areas, the overall transportation issue is to mitigate project impacts from becoming barriers to non-automotive transportation options.
>
> *(Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern, page 4, October 2004)*

Freight Corridors

The Transportation Policy Committee has indicated its support of economic development and preservation of neighborhoods and communities with the adoption of Freight Corridors. A Freight Corridor is a roadway that is anticipated to carry significant amounts of truck traffic because of the access they provide to areas that rely upon the import and export of freight. In the Louisville (KY-IN) MPA, the interstate system has been identified as being part of the Freight Corridor system. Along with the interstates some of the major roadways in the area have also been identified as being on the Freight Corridor system.

Once identified as a segment of the Freight Corridor system, proposed improvements are to be studied and designed with an eye to improvements that enhance freight movement. Improvements such as increased turning radii or wider travel lanes are examples of how to make a roadway more conducive to freight movement.

Bicycle and Pedestrian Priority Corridors

The Transportation Policy Committee has emphasized the implementation of modal options for persons who live and work within the Louisville (KY-IN) MPA. As part of the transportation plan update process, the TPC recognized the need for greater diversity in transportation strategies. Alternate modes are those modes of transportation that are alternatives to the personal automobile. These include sidewalks, bicycle lanes, multi use paths, transit, ridesharing, etc., that serve as a means for commuters to get to and from work, shop for groceries, or attend medical appointments (for more information please see the Alternate Mode Section.) In order to not only further the implementation of alternate modes, but also improve connectivity with existing roadway and transit options, the TPC adopted the Bicycle and Pedestrian Priority Corridors.

Public Involvement

[Information to be provided following the public involvement activities.]

Safety Data

Available data was used to identify high crash locations. As safety is a Regional Priority, it is important to recognize such information in the long-range transportation plan. This information is provided to project sponsors and is also used by KIPDA staff to identify priority project locations and to conduct Road Safety Audits.

Congestion

Traffic congestion results when the number of vehicles approaches or exceeds the available capacity of a roadway or roadway system. In the development of *Horizon 2035*, both current and projected levels of congestion were identified using information from a variety of sources. Traffic counts and travel demand forecasting model traffic projections from the Indiana Department of Transportation, the Kentucky Transportation Cabinet, Louisville Metro Public Works, and KIPDA were used to determine which roadway facilities are currently, or can be expected to become congested.

Air Quality

Due to the area's nonattainment status of the National Ambient Air Quality Standards, it must be demonstrated that implementing the programs and projects in *Horizon 2035* does not worsen air quality or impede the purpose of the State Implementation Plan (SIP). When possible, transportation activities should contribute to the improvement of air quality. This can be achieved from transportation sources in different ways. Some of the most readily apparent are by reducing congestion through roadway widening, constructing alternate routes, providing more transit, bicycle, pedestrian, and ridesharing services and facilities, improving traffic signal efficiency, and detecting and clearing crashes/breakdowns more quickly. For additional information about the analysis to determine air quality impacts of *Horizon 2035*, please see the Air Quality section of this document.

Congestion Management Process

Horizon 2035 took from KIPDA's Congestion Management Process (CMP) a methodology for reviewing projects that are intended to mitigate existing or projected congestion by increasing capacity. The initial

focus of the review was a determination if the identified congestion could be improved to an acceptable level by implementing alternate mode strategies instead of adding the capacity. Each project information page indicates whether a project was a CMP candidate and completed the CMP Project Level Review.

Federal Guidance

Federal guidance provides the framework for completing the update of the Transportation Plan. MAP 21 established a set of guidelines that are used when completing an update. Key to the update of the Transportation Plan in the Louisville (KY-IN) MPA are:

- The Transportation Plan is updated every 4 years.
- The Transportation Plan must be financially reasonable.
- Because of the Louisville Area's air quality status, the Transportation Plan must meet or exceed the targets established for it in the State Implementation Plans for air quality (SIP).
- The public must be afforded the opportunity to comment on the Transportation Plan prior to its adoption by the Transportation Policy Committee.
- The Transportation Plan must cover at least 20 years.
- The Plan process should demonstrate consideration of the needs and wants of low income populations and minority populations.
- Projects that are proposed to add capacity for single occupant vehicles must undergo the CMS project level review.

Conclusion

The final list of projects, programs, and strategies in Horizon 2035 represents the Transportation Policy Committee's decision as to which combination of transportation system improvements are to be implemented through the year 2035 to address mobility needs. That decision has been based on quantitative and qualitative assessments of current and projected travel conditions, regional priorities, public input, environmental concerns, financial constraints, and community impacts.

The diversity of the projects, programs, and strategies recognizes that since there is no single transportation "problem," there can be no single transportation "solution." Development of a plan is a complicated task; often, resolving competing and conflicting interests is a major component of the decision making process. *Horizon 2035* embodies what the Transportation Policy Committee has determined to be the most appropriate balance of system preservation, system expansion, operational improvements, and alternate mode measures.

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Land Use

An important component of the *Horizon 2035* transportation planning process involved reviewing the area's comprehensive land use plans to ensure consistency between them and the metropolitan transportation plan. The purpose of comprehensive land use planning is to develop a community-wide strategy for the future. These land use plans inventory current community conditions and develop strategies for what is needed and wanted in the years to come. Growth, development, protection of resources, infrastructure allocation, affordable housing, industry, etc., are all considered in the long-range land use planning process. Due to that consideration, the information is very valuable to the metropolitan transportation planning process; comprehensive land use plans for each jurisdiction in the Louisville (KY-IN) Metropolitan Planning Area (MPA) inform the transportation planning process about expected growth in terms of population, household size, and employment, identifies developable land, determines infrastructure needs, and provides guidance for community development.

Land use and socioeconomic characteristics of transportation system users help to determine travel demand levels and travel patterns. Forecasts of these characteristics can be used to estimate future demand for area transportation facilities, to identify system needs, and, ultimately, to select appropriate strategies for transportation investments. For *Horizon 2030*, a 2000 base year scenario of generalized land use, household population, households, and place-of-work employment was used.

A survey of comprehensive land use plans for jurisdictions in the Louisville (KY-IN) MPA revealed several common threads with regard to transportation and development. Some or all of the plans include goals, objectives, policy statements, or strategies pertaining to:

- Transportation Planning
- Transportation Systems
- Resource Protection
- Access Management
- Investment
- Economic Impacts
- Bicycle and Pedestrian Modes
- Regionalism
- Air Quality
- Congestion Management
- Roadway Design
- Development
- Transit
- Linkages to other Modes, such as Air & Rail

The comprehensive land use goals that apply to transportation are expressed in a slightly different manner for each jurisdiction in the Louisville (KY-IN) MPA, but all share a vision for system maintenance, alternate modes and mobility options, a balanced transportation system, improving safety and traffic operations, supporting intermodalism and freight transport, providing infrastructure to those areas where development is expected to occur, sustaining public transportation, and making air quality improvements.

Forecasts

Scope of the Forecasts

Land use and socioeconomic characteristics were produced for a 2000 base year and a 2030 future scenario. The year 2000 was used, as it is the most recent year of the decennial census, an important socioeconomic information resource. Information from the more recent 2010 census did not become available at the necessary geographic levels until early 2014. The *Horizon 2030* land use and socioeconomic characteristics were extrapolated to generate estimates for the 2035 horizon year scenario.

The Louisville (KY-IN) MPA consists of five core counties: Bullitt, Jefferson, and Oldham in Kentucky, and Clark and Floyd in Indiana, as well as approximately 0.10 square miles of Harrison County, Indiana. This area includes all of the 2010 census based Louisville, KY-IN Urbanized Area, with the exception of a small area in northwestern Shelby County, Kentucky, as well as the adjacent areas anticipated to become urbanized within the next 20 years. Land use and socioeconomic information were allocated to the TAZ level of geography.

Forecasted socioeconomic variables include household population, number of households, and place-of-work employment. Household population consists of persons living in households and does not include persons living in group quarters. Examples of group quarters include college dormitories, military quarters, nursing homes, correctional facilities, and group homes. Households, or occupied housing units, are further stratified for travel demand forecasting purposes by:

- Size (1, 2, 3, 4, 5+ persons per household)
- Structure type (single family, multi-family)
- Vehicle availability (0, 1, 2, 3+ vehicles per household)

Employment accounts for both full-time and part-time jobs as well as multiple jobholding. Employment is allocated to the workplace location and is stratified by major industry classification:

- Retail (sales, food and drink establishments)
- Service (scientific, professional, management, health, education, finance, insurance, real estate)
- Other (agriculture, mining, construction, transportation, communications, utilities, wholesale trade, government)

Forecast Methodology: Land Use

The regional land use forecasts used in *Horizon 2030* were maintained in *Horizon 2035.* When available, existing local land use inventories and socioeconomic forecasts were utilized in the projection process. A simple, straight-line extrapolation process at the TAZ-level was used to generate forecasts for 2035.

Several geographically based tools aided in the forecast of generalized regional land uses. These include data compiled in the following GIS layers:

- 2000 Census Transportation Planning Package (CTPP) data such as population, households, and place-of-work employment
- USGS Land Use and Land Cover Digital Data showing developed land uses by type as well as available open space
- FEMA Q3 Flood Data showing the extents of the 100 and 500 year flood plains
- USDA soil survey classifications and generalized slopes
- USGS Digital Orthographic Quarter Quads (DOQQs)
- Local zoning classifications and subdivision locations

For areas without prepared development scenarios or socioeconomic forecasts, this GIS-based information was layered with TAZ and municipal boundaries, the roadway system, rail lines, and streams to depict an inventory of base year land uses, densities, and constraints. These materials, as well as the year 2030 forecasts from *Horizon 2030*, were used as aids in discussions with local land use and economic development entities. KIPDA staff provided varying levels of technical assistance as needed.

Forecast Methodology: Socioeconomic Characteristics

Prepared 2030 forecasts of socioeconomic characteristics from local comprehensive planning efforts and municipal and economic development entities were utilized when available. Regional land use forecasts were combined with other information sources to develop forecasts of household population, households, and place-of-work employment for 2030. These data sources included:

- 2000 Census information at various levels of geography
- County-level forecasts from state data centers, Bureau of Economic Analysis, INDOT 2030 Statewide Travel Model, and local land use and economic development entities
- TAZ-level building permit and development information from local land use and economic development entities and local media sources

As with the development of the small area land use scenarios, information exchange was key to the forecast of socioeconomic characteristics at the TAZ level. KIPDA staff provided basic information and technical assistance to the forecast participants as necessary. The local land use and economic development entities, in turn, provided completed forecasts or additional information to be used in the forecast update process.

Regional Forecasts

In the time since the year 2000, and forward to 2035, the Louisville (KY-IN) MPA has grown and is expected to continue to grow in each of the basic sectors: household population, households, and place-of-work employment. Over the 2000 to 2035 forecast period, the MPA population in households is expected to increase by about 25%, with a household increase of about 35%, and a total employment increase of about 72%. This growth will translate into more trips for the MPA.

Shares of population, households, and employment are expected to shift within the MPA, as some areas are forecast to experience more growth than others. This may affect local travel patterns in several ways. For example, by 2035, new and redistributed household residents will be making trips to and from areas that are different from where they lived in 2000, while new and increased employment opportunities may draw trips from residences in other parts of the MPA and from outside of the MPA.

Regional Forecasts: Household Population

During the 2000 to 2035 period, the number of persons living in households in the Louisville (KY-IN) MPA is forecast to increase by about 25%, or 242,817 persons. This will bring the MPA household population to nearly 1.2 million persons, all with individual travel needs. The largest percentage gains are expected in Oldham and Bullitt counties, where the household population is expected to double between 2000 and 2035. More modest gains are expected through the forecast period in Clark and Floyd counties, while Jefferson County is expected to maintain single-digit percentage growth over the next 20 years.

In terms of net household population change from 2000 to 2035, each county, with the exception of Floyd, is expected to add in the range of 45,000 to 65,000 new residents. Over 62,000 residents are to be added to Bullitt County over the forecast period, with much of this increase attributed to Bullitt's proximity to Jefferson County employment, continued business attraction and retention within Bullitt, and possible in-migration from the Fort Knox BRAC. Jefferson County is expected to trend in a pattern of low, steady growth with the addition of about 60,000 residents, while Oldham's net growth is also anticipated to be nearly 60,000 persons. Clark and Floyd counties are expected to continue to exhibit a low- to moderate growth pace with additions of about 45,000 and 18,000 persons, respectively.

HOUSEHOLD POPULATION
LOUISVILLE (KY-IN) METROPOLITAN PLANNING AREA

	Bullitt	Jefferson	Oldham**	Clark	Floyd*	MPA Total
2000	60,870	681,013	42,275	93,907	69,085	947,150
2035	123,185	740,430	99,547	138,896	87,909	1,189,967
% Change 2000-2035	102.4%	8.7%	135.5%	47.9%	27.2%	25.6%

*Includes 0.10 square miles of Harrison County, Indiana
**Includes the portion of Shelby County, Kentucky in the 2010 Census Louisville KY-IN Urbanized Area in the 2035 forecasts

Most county shares of the total MPA household population are expected to shift a small amount from their 2000 values. An exception to this is Floyd County, which is forecast to maintain its 2000 share of population. Bullitt, Oldham, and Clark counties are each projected to comprise an additional 2% to 4% of the total MPA households. Jefferson County will remain the population center of the MPA through 2035, even though increases in the other counties will reduce its share of the region's total by 10%.

Regional Forecasts: Households

As with population, the Louisville (KY-IN) MPA is expected to experience a net increase in the number of households between 2000 and 2035. In fact, housing is projected to increase faster than the population, an indication of decreasing household sizes. Over 133,000 households will be added over the 35-year period, an increase of 34%.

Over 43% of these will be added in Jefferson County alone. Because household and population changes are linked, county shares of the households in the Louisville (KY-IN) MPA will exhibit a pattern of change similar to that of the population as described above. By 2035, Jefferson County is still expected to dominate in terms of households, but it will also continue to gradually lose ground to the other four developing counties due to out-migration and a slower rate of development.

HOUSEHOLDS
LOUISVILLE (KY-IN) METROPOLITAN PLANNING AREA

	Bullitt	Jefferson	Oldham**	Clark	Floyd*	MPA Total
2000	22,035	286,618	14,844	38,295	27,224	389,016
2035	47,091	344,204	35,646	60,151	35,511	522,603
% Change 2000-2035	113.7%	20.1%	140.1%	57.1%	30.4%	34.3%

*Includes 0.10 square miles of Harrison County, Indiana
**Includes the portion of Shelby County, Kentucky in the 2010 Census Louisville KY-IN Urbanized Area in the 2035 forecasts

Regional Forecasts: Employment

Place-of-work employment is expected to increase by about 72%, or 387,163 jobs, in the Louisville (KY-IN) MPA between 2000 and 2035. The number of additional jobs to be added is over one and one-half times the projected population increase for the MPA. Many of these new jobs may be filled by workers

living outside of the MPA, through increases in multiple jobholding by residents within the MPA, or by incoming non-government employee Fort Knox BRAC spouses and families. This will affect commuting patterns as well as increasing the number of trips. Bullitt and Oldham counties are expected to have the highest percentage increases in terms of employment, with Bullitt tripling its employment and Oldham more than doubling its employment. Much of Bullitt's employment gain is expected to be attributable to its expanding warehousing and distribution industry, most notably in the Brooks, Shepherdsville, and Cedar Grove areas, while development around Crestwood, along Commerce Parkway, and in the Oldham Reserve is anticipated to account for much of Oldham's growth. Jefferson, Clark, and Floyd counties will each increase their employment by 65%, 89%, and 56%, respectively. Some of Jefferson County's highest employment growth is forecast throughout the county in areas in and near downtown Louisville, the UPS Worldport Hub, Bluegrass Commerce Park, Hurstbourne Green, Eastpoint Business Center, and Old Brownsboro Crossing. Clark County employment growth is expected to be higher in the areas surrounding the Port of Indiana—Jeffersonville, in the developing River Ridge facility, and in the vicinity of Veterans Parkway, while some of Floyd's major growth areas include downtown New Albany, the vicinity of the I-265/Grantline Road interchange, and the vicinity of the I-64/IN 64 interchange at Georgetown.

PLACE-OF-WORK EMPLOYMENT
LOUISVILLE (KY-IN) METROPOLITAN PLANNING AREA

	Bullitt	Jefferson	Oldham**	Clark	Floyd*	MPA Total
2000	13,767	427,310	14,553	50,539	30,536	536,705
2035	41,218	706,738	32,629	95,621	47,662	923,868
% Change 2000-2035	199.4%	65.4%	124.2%	89.2%	56.1%	72.1%

*Includes 0.10 square miles of Harrison County, Indiana
**Includes the portion of Shelby County, Kentucky in the 2010 Census Louisville KY-IN Urbanized Area in the 2035 forecasts

Jefferson County will remain the economic engine for the MPA, with over three-fourths of total jobs. The majority of people living in the MPA will still work in Jefferson although numerous employment opportunities are forecast for the other counties. The regional employment structure will shift slightly, with shares declining in Jefferson, and Floyd, to compensate for higher employment growth rates in Bullitt, Oldham, and Clark.

Conclusion

The Louisville (KY-IN) MPA is expected to continue to grow through the year 2035 according to the information provided by land use planning and economic development agencies, as well as comprehensive land use, infrastructure, economic development, and related plans. This progression is expected in all counties. Transportation improvements included in *Horizon 2035* reflect this planned development. Employment is also expected to increase, potentially creating more commuter trips and adding additional freight traffic. Operational and other types of improvements are included in the metropolitan transportation plan in an attempt to reduce the congestion that may occur during peak travel times, when the majority of commuters are on the road. The combination of added population, jobs, and households may further initiate current roadway system users to expand the modes they employ to make trips, placing additional demand on alternate modes. *Horizon 2035* projects will work in

concurrence with comprehensive land use planning efforts in the Louisville (KY-IN) MPA to provide an intermodal transportation system that facilitates the efficient movement of people and goods.

Title VI: Environmental Justice

The planning process places value in public input. During the development of *Horizon 2035*, importance was given to ensuring that adequate opportunities for the public to engage in the planning process were afforded. While numerous opportunities were provided for persons who wanted to participate in the update of the Transportation Plan, extended efforts were undertaken to engage and collect input from person in areas identified as having concentrations of low income populations and minority populations.

Environmental Justice Title VI Plan

The Transportation Policy Committee adopted the *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern* in October 2004. The Plan was developed following President Clinton's Executive Order and supplements the tools and processes typically intended to engage the public. It reads:

> Environmental Justice begins with updates to KIPDA's regional Transportation Plan. In the update proposed projects that intersect an Environmental Justice study area are reviewed to determine how they impact the issues identified. The primary focus of Environmental Justice activities at the Plan level is on communicating with the residents and employers in the study areas. Early communication provides the mechanism for persons in the areas to convey their thoughts, concerns, and wants to elected officials and transportation planners and engineers.
>
> *(Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern, page 6, October 2004)*

The *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern* identifies three principles for ensuring that the Transportation Plan seeks and considers the impacts of the Plan on the low income concentrations and minority concentrations. They include:

1. Early and continuous involvement
2. Recognition of projects that intersect Environmental Justice Title VI Study Areas
3. Provision of maps, contact information, comments collected through the Transportation Plan update, and additional information that may prove useful to project sponsors as they proceed with projects in Title VI Environmental Justice areas.

Environmental Justice Title VI Issues

The *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern* places emphasis on communication between residents and employers from the Study Areas and the Transportation Policy Committee. Another key component of the Plan is the identification of transportation strategies that improve mobility and recognize unique needs without diminishing community continuity in the Study Areas. The

Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern states the following:

> When considering project impacts in Environmental Justice Study Areas, the overall transportation issue is to mitigate project impacts from becoming barriers to non-automotive transportation options.
>
> *(Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern, page 4, October 2004)*

Strategies to mitigate barriers to non-automotive travel may include sidewalks, pedestrian benches, transit shelters, pedestrian islands, bicycle lanes, etc.

Projects and Environmental Justice Title VI Study Areas

Six Study Areas were identified as part of the development of the *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern*. These areas were identified after a review of Census 2000 information with regard to income and race. Traffic Analysis Zones with high concentrations adjacent to one another were proposed as Environmental Justice Study areas. There are three areas in Jefferson County, one area in Bullitt County, and two in Clark and Floyd counties.

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Freight

The economy of the Louisville (KY-IN) Metropolitan Planning Area (MPA), similar to that of the United States as a whole, is largely dependent on the efficient, reliable, and safe movement of freight. Goods move from the supplier to the consumer through a complex network of transportation service providers and infrastructure. Shipments may consist of small packages or bulk items, finished products or raw materials, but all will require some form of transportation to move them from origin to destination. Some shipments will begin and end within the MPA, while others will either originate or terminate there, and the remainder will simply pass through it. *Horizon 2035* includes strategies to both maintain and enhance the transportation system used for freight movement, an increasingly essential activity in a strong and competitive global economy.

Freight and passengers use much of the same transportation network. Often, both freight and passenger modes will experience the same system congestion, bottlenecks, access, and safety problems. In such cases, one remedy may well address the needs of both types of system users. For example, most maintenance, operations, roadway capacity, and safety projects that will directly benefit the traveling public will benefit freight users as well. *Horizon 2035* contains many projects that will preserve and improve the transportation system for both people and freight.

Several planning tools have been developed to aid in supporting safe and efficient freight movement in the Louisville (KY-IN) MPA. Among these are the designation of freight as a Regional Priority in *Horizon 2035*, the definition of the KIPDA Freight Corridor System, and the ongoing development of the KIPDA Freight Resource Network.

Conditions Favorable to Goods Movement

Location has played a major role in the development of the Louisville (KY-IN) MPA into a major freight movement and logistics hub. The area is centrally located within the United States. Over two-thirds of the nation's population is within a day's drive of Louisville, placing the area in proximity to major manufacturing and consumer markets. The location of the original core settlement along the navigable Ohio River, particularly near the Falls of the Ohio, encouraged a significant waterborne commerce and often necessitated the transshipment of goods. Three major interstate highway routes intersect in Louisville: I-64, I-65, and I-71, providing direct highway access to major cities in all directions.

All major shipping modes are represented in the Louisville (KY-IN) MPA. While the traveling public is probably most familiar with the trucks they see on the roadway, freight is also transported here by rail, air, water, pipeline, and a combination of modes, known as intermodal. It is this wide range of available transportation modes that has made Louisville and the surrounding area so attractive to major manufacturers, warehousing and distribution operations, and third party logistics providers. Such modal diversity also requires an equally diverse set of transportation strategies to ensure that goods continue to flow reliably, safely, and smoothly.

Freight Modes

Service time, delivery area, transport costs, and characteristics of the commodities, are some of the considerations that determine the mode, or combination of modes, used to ship goods. In general, the highest value, lightweight, most time-sensitive cargo, such as finished, perishable consumer products and overnight mail parcels, will be shipped by air, while water and pipeline cargoes tend to be lower value, heavier, less time sensitive raw materials.

Freight Modes: Forecasts

Freight volumes and cargo values are on the rise, while modal shares are shifting. This is the future of freight in the United States as forecast by the Federal Highway Administration (FHWA) Freight Analysis Framework, or FAF. FAF version 2.2 contains a 2002 base estimate, as well as a 2035 forecast of freight volumes and values by mode.

The volume of goods moved in the United States is increasing, placing added stress on the nation's transportation network. According to FAF-based forecasts, the total cargo volume moved is expected to increase by almost 18 million tons, almost doubling, between 2002 and 2035. Volumes for individual freight modes may increase anywhere from 47% for the domestic water mode to 529% for international air and air/truck over the same period.

As the nation's economy continues to evolve from a manufacturing base to services, more value-added products will move through the system to the marketplace, driving up cargo values and fueling a shift to faster, more reliable transportation modes. By 2035, overall shipment values may grow to well over 200% above 2002 levels. Triple digit percentage growth in cargo value is expected in most modal sectors, both domestic and international. Some of the greatest percentage increases are expected in the air, air/truck, truck, and intermodal areas as more high value, time-sensitive goods must move through the system.

Modal shares of shipments are also shifting in response to the demand for faster, more flexible modes. On both a tonnage and value basis, most of the non-pipeline freight shipped in the United States travels by truck. In 2002, 60% of the total freight volume moved by truck, followed by 10% on rail, 7% by intermodal moves, 4% by water, and less than 1% by air. The 2035 modal volume scenario looks much the same. The share of cargo moved by truck is expected to increase slightly, while air's overall share, still below 1%, will double. In terms of shipment value, in 2002, after truck, intermodal was a significant share of the modal scene at 15%, followed by air and air/truck at 6%, rail at 3%, and water at 0.5%. By 2035, 14% of the nation's total cargo by value will be shipped by air. Transportation demand pressures will continue to increase across all modes, but may be felt more acutely in the highway, intermodal, and air modes through 2035.

Freight Modes: Rail

Several rail companies serve the Louisville (KY-IN) Metropolitan Planning Area, either operating on their own rail lines or through trackage rights on the lines of others in the MPA. Three Class I rail companies provide service to both the Indiana and Kentucky portions of the Louisville (KY-IN) MPA through their national networks: CSX Transportation, Norfolk Southern Corporation, and the Canadian Pacific Railway. One Class II carrier, the Paducah and Louisville, provides regional service between Louisville and points in western Kentucky. The remaining companies are Class III short line railroads, each providing mostly local, switching, and terminal services within the MPA. These carriers include the Indiana Rail Road, the Louisville and Indiana Railroad Company, MG Rail, Inc., the Southern Indiana Railway, Inc., and the RJ Corman Railroad Company.

Freight Modes: Air

Three airports serve the Louisville (KY-IN) MPA: Louisville International and Bowman Field in Kentucky and Clark Regional in Indiana. Louisville International is the largest of the three and is classified by the Federal Aviation Administration (FAA) as a primary airport. Bowman Field and Clark Regional are smaller, general aviation airports that the FAA has designated as reliever airports for Louisville International.

Each of the three airports handles freight, although in varying amounts. In terms of air cargo volume, Louisville International is the primary facility. In fact, according to the FAA, Louisville International currently ranks third in the United States among airports in terms of the landed weight of all-cargo operations, only surpassed by Ted Stevens Anchorage International and Memphis International. The United Parcel Service (UPS) Worldport and heavy air freight hub operations at Louisville International generate the majority of shipment volumes, while military cargo accounts for a smaller share. Bowman Field and Clark Regional are regularly used for smaller amounts of just-in-time and emergency shipments. A runway extension is planned for Clark Regional in order to position the facility to handle larger aircraft and more effectively serve as a reliever facility for Louisville International Airport.

Freight Modes: Water

The Ohio River is part of the United States' inland waterway system, flowing 981 miles from the confluence of the Allegheny and Monongahela rivers in Pittsburgh, Pennsylvania to the Mississippi River at Cairo, Illinois. The Ohio is a navigable river for its entire length due to a system of locks and dams. The McAlpine Locks and Dam is located on the Ohio River in Louisville at mile 606.8. A lock replacement project, completed in 2009, replaced two older locks (600 and 300 feet long, respectively) with a new 1,200 foot lock, significantly improving capacity and lock-through times. Shallow draft barge tows are the primary traffic on the Ohio.

The Louisville (KY-IN) MPA is home to two public riverports on the Ohio River, as well as several private docks. Jefferson Riverport International encompasses over 1,800 acres and is located on the Kentucky side of the Ohio. Major commodities that pass through the Jefferson Riverport include coal, coke, slag, minerals, sand, gravel, and steel. The Port of Indiana—Jeffersonville, on the other side of the Ohio River, covers almost 1,000 acres. Commodities handled by this facility include corn, soybeans, fertilizer, plastics, paper, iron, steel, and grain. In addition to serving as cargo transfer facilities, both riverports are designated as Foreign Trade Zones, and are home to numerous manufacturing, warehousing and distribution, and industrial tenants.

Freight Modes: Pipeline

In the Louisville (KY-IN) MPA, most pipelines carry liquid petroleum products and natural gas. According to the USDOT Office of Pipeline Safety, there are 177 miles of interstate natural gas, 126 miles of intrastate natural gas, and 130 miles of interstate liquid petroleum pipelines in the MPA. Of the five counties, Jefferson has the highest combined mileage of pipelines, with 256. Bullitt and Oldham each have 68 miles, while Clark has 30 and Floyd has 10.

Freight Modes: Highway/Truck

Trucks are the most visible of all the freight modes in the Louisville (KY-IN) MPA because they use the same highway network as transit and motorists. The roadway network is quite extensive in the Louisville (KY-IN) MPA, providing good overall connectivity for trips of varying lengths. According to 2002 Highway Performance Monitoring System (HPMS) data, there were 190 centerline miles of interstates and expressways in the five county area available for interregional and intraregional travel and shipping. Arterials represented 621 centerline miles, while collectors and local roadways represented 5,084 centerline miles, serving to connect destinations within the MPA, as well as to the interstate system.

Much of the time, the extensive highway network allows the almost 100 motor carriers (source: INDOT) serving the Louisville area to offer efficient and reliable service. As the number of trucks on the highways increases, however, they will encounter more frequent, higher levels of congestion and bottlenecks. The FHWA Freight Analysis Framework version 2.2 also contains baseline truck volumes and

forecasts for 2002 and 2035 for the five county area. Truck volumes are expected to increase over 223% from 2002 to 2035, as compared to an expected 180% increase for total traffic volume. The truck mode share of the vehicle stream is also expected to increase from about 10% to 12% during this period.

Freight Modes: Intermodal

Intermodal shipments move by a combination of two or more transportation modes. Unless a business is located along a dedicated rail siding, positioned within an airport, or has its own port, river dock, or pipeline connection, a transfer to another shipment mode will be necessary. Most often, the other mode used is truck. Each of the non-highway modes has several public and private transshipment points, or intermodal connection points, for transfer to another mode.

A few of the larger intermodal facilities in the Louisville (KY-IN) MPA include the following [modes available for transfer]:

- Campground Road and Bells Lane Petroleum and Chemical facilities [pipeline/barge/truck]
- Louisville International Airport [air/truck]
- Norfolk Southern Intermodal facility [rail/truck]
- Port of Indiana—Jeffersonville and Jefferson Riverport International [barge/rail/truck]

Planning Tools

Planning Tool: Freight Regional Priority

In August 2004, the KIPDA Transportation Policy Committee designated freight as one of six Regional Priorities to be used in the development of the metropolitan transportation plan. Strategies to encourage efficient freight movements not only address congestion, safety, and access problems, but support economic development as well. In order to qualify as a Regional Priority for freight, a project must improve mobility within the designated KIPDA Freight Corridor System. The stated project purpose and need should indicate the intent to improve freight movement in the designated corridors.

Planning Tools: KIPDA Freight Corridor System

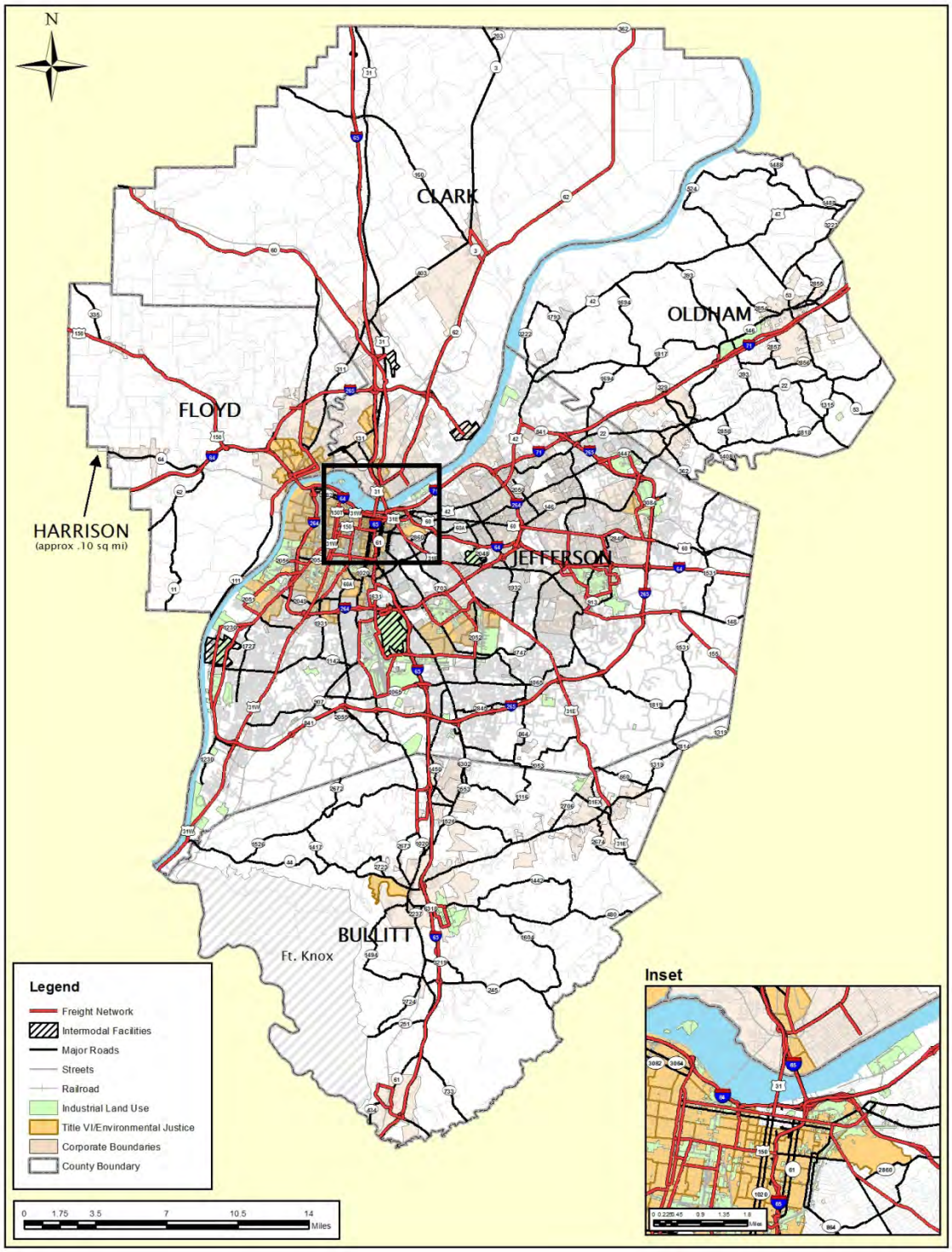
The KIPDA Freight Corridor System was created as a tool to be used in the formulation of plans and strategies to address goods movement in the Louisville (KY-IN) MPA. The system identifies portions of the roadway network with significant truck volumes, as well as connections to intermodal facilities and major industrial areas.

The FHWA Freight Analysis Framework highway network forms the backbone of the Freight Corridor System. The FAF includes roadways in the National Highway System (NHS), as well as established NHS Intermodal Connectors. The FAF data also includes base (2002) and forecast (2035) total and truck volumes, which can be used to quantify current and future year freight flows relative to the system and individual facilities.

Connectivity throughout the existing and planned system is integral to the success of safe and efficient freight movement. The Freight Corridor System provides a reference for the Freight Regional Priority, as well as providing an inventory of facilities, aiding in the determination of data collection needs, evaluating system performance, and identifying areas for system improvements. The system is designed to be flexible and will be enhanced and updated as necessary.

Planning Tools: Freight Resource Network

One tool that continues to be refined and is intended to aid with freight sector outreach and inclusion is the KIPDA Freight Resource Network. The Freight Resource Network consists of a targeted database of public and private sector stakeholder contacts from across the region. These contacts serve as an information resource, providing a conduit for the exchange of information to and from transportation planning efforts.



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Alternate Modes

Transit, paratransit, other forms of public transportation, ridesharing, bicycle, and pedestrian modes of transportation are collectively known as alternate modes because they offer an alternative to the single occupancy vehicle. Connectivity of and between all modes ensures choice for transportation users. The benefits of alternate modes can translate to improved air quality, less wear and tear on roadways, and better health. The variety of modes included in *Horizon 2035* guarantees residents of the Louisville (KY-IN) Metropolitan Planning Area (MPA) continued mode choice in terms of transportation.

The Transportation Policy Committee (TPC) includes tools in this metropolitan transportation plan to further the implementation of alternate mode projects. One of the six Regional Priorities addresses the importance of transit, bicycle and pedestrian projects. This Regional Priority ensures that projects including these modes will receive consideration and priority over those not identified as such. In addition to the Alternate Mode Regional Priority, Bicycle and Pedestrian Priority Corridors were developed and included. This corridor approach provides a regional non-motorized network connecting residents to jobs, commercial and urban centers, schools and parks, as well as to other modes.

Transit

Public Transportation – Transit Authority of River City (TARC)

Since 1974, the Transit Authority of River City (TARC) has been the major public transportation provider for the residents in the Louisville (KY-IN) Metropolitan Planning Area. Currently, TARC operates over 45 routes in the region providing connections to jobs and activity centers, enhancing economic development, and reducing pollution and congestion.

TARC is well-equipped to provide transportation for a variety of customers: all TARC routes are wheelchair accessible. The front of every TARC bus has priority seating for seniors and citizens with disabilities. All TARC routes feature buses with either lift mechanisms or ramps to assist customers in wheelchairs or with other mobility impairments. Kneeling buses are available to make boarding easy for mobility-impaired passengers, including elderly persons and passengers using crutches or canes. Kneeling buses are identified with a decal near the front door.

Bike racks are now standard on the front of every full-length bus. In accordance with the Americans with Disabilities Act (ADA), TARC also provides door-to-door service known as TARC 3 for those who are unable to ride fixed route buses due to a disability.

TARC has submitted a number of projects for *Horizon 2035*. Several of these projects connect or enhance existing connections between the public transit system and other modes. Others projects include use of Intelligent Transportation System strategies and switching to a lower-sulfur fuel. Other projects and programs maintain the mainstays of the system. With the implementation of these projects, residents and the region will benefit from the transit network.

Public Transportation– Other Providers

Clark and Floyd Counties in Southern Indiana – LifeSpan Resources

LifeSpan Resources operates in Clark, Floyd, Harrison, and Scott counties to provide transportation to older adults and persons with disabilities. Trips can include visits to nutrition sites, doctors, groceries,

banks, social service organizations and other locations. LifeSpan Resources relies heavily on the Specialized Transportation Capital Assistance (Section 5310) Program, which enables LifeSpan and other providers to make capital improvements for transporting the elderly and persons with disabilities. LifeSpan will continue to rely on this funding to ensure their clients can remain mobile.

Oldham County – OPIE Public Bus

Oldham County has an internal Oldham County transit operator, the Oldham Public Bus (OPIE). There is one route, known as the Red Route, that circulates in and around LaGrange, Kentucky. The Red Route operates from 8:00 a.m. to 4:50 p.m. Monday through Friday. Transportation to employment sites is offered from 6:00 to 8:00 a.m. and 4:50 p.m. to 5:30 p.m. Monday through Friday. . The City of LaGrange operates the OPIE Transit in partnership with Oldham County Government.

Bullitt County – WHEELS Intercity Route

Bullitt County, in cooperation with the Kentucky Transportation Cabinet's Office of Transportation Delivery and Louisville WHEELS began offering transit service in the spring of 2010 on weekdays from Mt. Washington to Shepherdsville to downtown Louisville. The goal of the service was to connect residents of Bullitt County to services and other transportation options in Louisville. This route stops daily on weekdays at the Louisville International Airport, the Greyhound Bus Depot, as well as downtown Louisville for connection to Transit Authority of River City service.

Coordinated Human Services Transportation Planning

In addition to the providers listed above, a number of agencies in the Louisville (KY-IN) Metropolitan Planning Area provide transportation for elderly persons and persons with disabilities. The Moving Ahead for Progress in the 21st Century (MAP-21) Act requires agencies and organizations providing these services coordinate their efforts to better serve the needs of the public. The *Coordinated Human Services Transportation Plan for the Nine-County KIPDA Region* (2014) developed for the MPA was assisted by the Transit Authority of River City (TARC), the designated lead agency for this effort. The following is taken from the FTA Circular 9070.1G (June 2014):

> Coordination Provisions, Sections 5310, JARC and New Freedom.
> Federal transit law, as amended by SAFETEA–LU, required that projects funded from the Section 5310, JARC, and New Freedom programs be derived from a locally developed, coordinated public transit-human service transportation plan ("coordinated plan"). A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services. A coordinated plan may incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact. FTA also encourages participation in coordinated service delivery as long as the coordinated services will continue to meet the purposes of all programs.
>
> Under MAP-21, Section 5310 is the only program that still has this coordinated plan requirement. However, recipients with unobligated JARC and New Freedom funds must continue to certify that projects are included in a coordinated plan. Therefore, FTA encourages recipients with unobligated JARC and New Freedom funds to include/continue to include the Section 5310 program funds when developing the coordinated plan.

There is also a requirement that the Coordinated Human Services Transportation Plan be coordinated with the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

Coordination between these processes and documents occurs through discussion, consultation, and ultimately, with the submission of projects and programs for the MTP and TIP. Programs and projects identified in the Coordinated Human Services Transportation Plan are included in both the MTP and TIP.

Ride Sharing

Ticket-to-Ride is the ridesharing program in the Louisville (KY-IN) Metropolitan Planning Area (MPA). This program helps organize carpools and vanpools. The only requirement for utilizing this program is that a person must either work and/or reside with the KIPDA nine-county region. Efforts center on these main areas: carpooling, school-pooling (carpooling to a specific school), bike-pooling, and vanpooling. Due to Ticket-to-Ride's efforts, there are over 80 active vanpools transporting people to and from Frankfort, Ft. Knox, Shelbyville, Oldham County, Radcliff, and Louisville in Kentucky, and Corydon and Madison in Indiana. There are plans in place to continue to expand the vanpool program in response to increasing demand. There are two projects in *Horizon 2035* in support of Ticket-to-Ride; one for the Indiana portion of the program and the other for Kentucky.

Bicycle and Pedestrian Modes

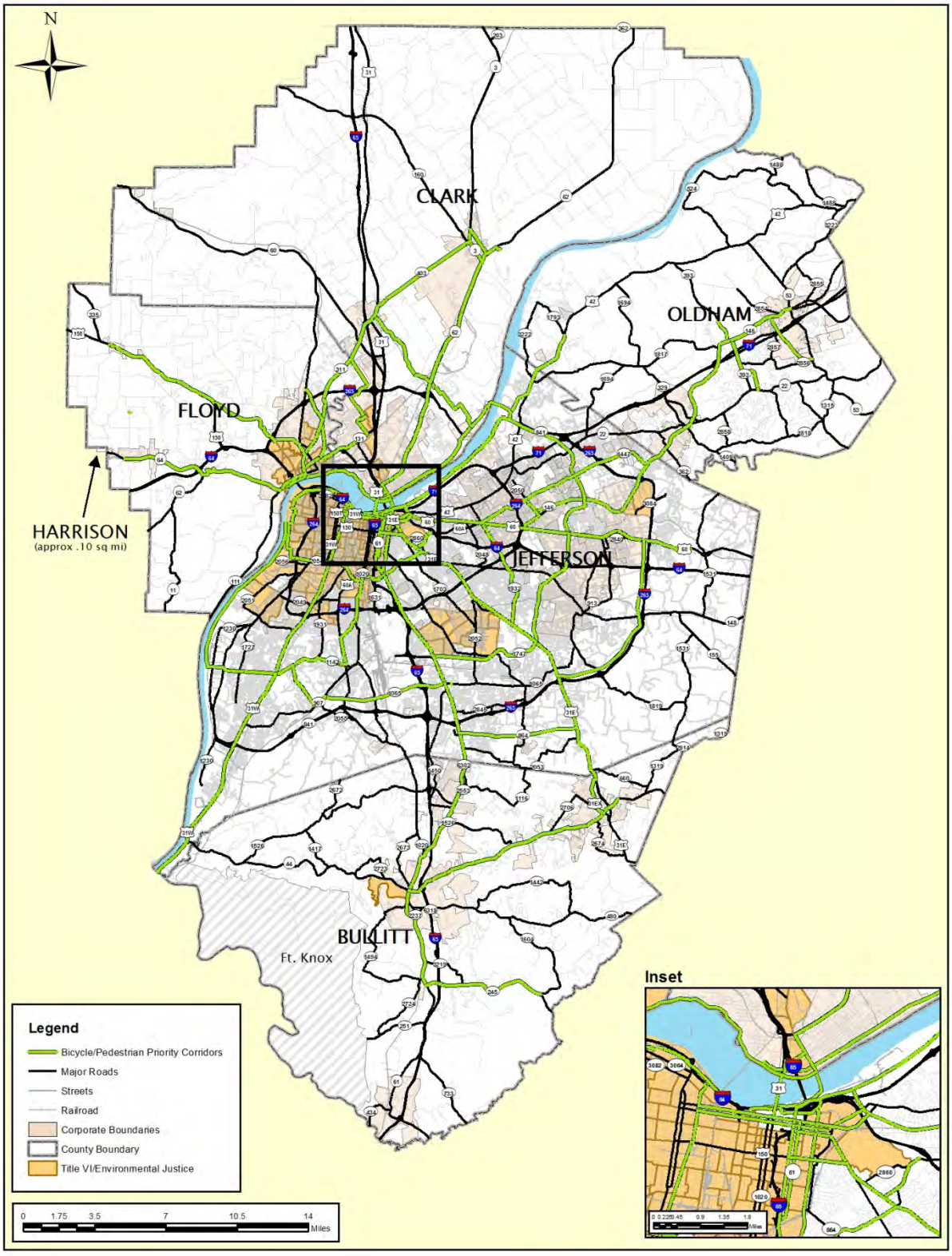
Horizon 2035 includes a variety of bicycle and pedestrian projects intended to further the use of these modes in the Louisville (KY-IN) Metropolitan Planning Area (MPA). Bicycle and pedestrian facilities may mean one of many types of improvements. Sidewalks are the most widely thought of when it comes to pedestrian facilities, but these may also include multiuse paths, street furniture, transit shelters, etc. Bicycling improvements may mean bicycle lanes, multiuse paths, shared wide curb lanes, a signed route, bicycle parking and storage, bicycle racks on buses, etc. Bicycle and pedestrian modes round out the array of transportation choices available to area residents.

Bicycle & Pedestrian Priority Corridors: A Regional Network

Horizon 2035 bicycle and pedestrian planning efforts focus on the implementation of a regional non-motorized network. Bicycle and Pedestrian Priority Corridors identify bicycle and pedestrian needs, connect gaps in the system, and methodically approach project implementation with the desired outcome of a connected network. The purpose behind designating certain roadways as priority corridors was to ensure sponsors of projects along these roadways would give due consideration to including bicycle and pedestrian facilities as part of roadway projects in addition to proposing stand-alone bicycle and pedestrian projects in those areas. This designation does not preclude these facilities from being included on other roadways or as part of other roadway projects; it simply designates a priority network.

The policy outlining the Bicycle and Pedestrian Priority Corridors states that an alternate parallel route may be developed as part of a bicycle and pedestrian corridor if it is deemed that a particular roadway or roadway section cannot reasonably accommodate these types of facilities. It should also be noted that the corridor approach is in addition to any bicycle and/or pedestrian projects included as part of a roadway project.

The KIPDA Bicycle and Pedestrian Priority Corridor System is one of many tools used for project review and development. The Kentucky Transportation Cabinet's policy of including these types of facilities when requested on state routes, the monitoring of project implementation, and continued refinement of the system will enable travel choices for area residents.


N
CLARK
OLDHAM
FLOYD
HARRISON
(approx .10 sq mi)
JEFFERSON
BULLITT
Ft. Knox
Inset
Legend
Bicycle/Pedestrian Priority Corridors
Major Roads
Streets
Railroad
Corporate Boundaries
County Boundary
Title VI/Environmental Justice
0 1.75 3.5 7 10.5 14
Miles

Funding

Comparing estimated costs for transportation improvements against anticipated dollars is important with any planning activity. As such, project costs in *Horizon 2035* have been compared to an estimation of reasonably available financial resources.

Project Costs

The estimated cost associated with each transportation improvement is developed by a project's sponsor. A project sponsor is typically the agency responsible for implementing the proposed improvement. Cost assumptions are based on various factors that each agency takes into consideration; these may include items such as estimated cost of acquiring land for a project's right of way, equipment acquisition, cost of materials, and labor. Project costs are identified in their anticipated Year of Expenditure (YOE). Year of Expenditure is a process where project costs identified in today's dollars are factored for the possible cost of a project by the time it is opened to the public. An annual factor of 4% was applied to each project whose sponsor had not already provided their project in Year of Expenditure in order to ascertain a project's Year of Expenditure cost. The 4% factor was determined based upon recommendations from the Kentucky Transportation Cabinet and their historic review of project costs. The Indiana Department of Transportation reviewed and concurred with the methodology for the purposes of this update. The 4% factor also aligns with Federal guidance. Agencies responsible for maintaining and operating infrastructure improvements have indicated their commitment to ensuring that transportation infrastructure is maintained and operated using a combination of local, state, and federal funding resources. Rehabilitation of some existing facilities has been proposed in *Horizon 2035* and such funding sources have been accounted for in the estimation of available resources through the year 2035.

Resources

Federal regulations (23 C.F.R. 450.322 (f)(10)) pertaining to the metropolitan transportation plan development states that for the development of, "[a] financial plan the demonstrating how the adopted transportation plan can be implemented" is required in the update. Since the 1993 transportation plan, *Regional Mobility 2010*, and each subsequent update, the process for determining future funding estimates begins with a review of the cost of projects programmed in the previous five years of the Transportation Improvement Program (TIP). The TIP is the programming document that identifies specific dollar amounts and sources needed to fund a project. Revenue estimates for this document, *Horizon 2035*, were developed based on a historic analysis of fiscally constrained TIPs, and individual fiscally constrained years of those TIPs. Revenue projections assume a similar level of federal, state, and local availability of funds through the horizon year of the Metropolitan Transportation Plan. Inherent in identifying projections of future anticipated revenue is the possibility that future funding levels may change with the introduction of federal, state, and/or local legislative action. If warranted, a review of the anticipated revenue will be conducted to reflect modifications introduced as a result of changing circumstances at the federal, state, and/or local level. Under such circumstances the Transportation Policy Committee, Indiana Department of Transportation, Kentucky Transportation Cabinet, and the Transit Authority of the River City will collaborate in order to determine what changes, if any, are necessary to the anticipated revenue identified in the *Horizon 2035 Metropolitan Transportation Plan*.

While the identified future funding sources are a reasonable estimation of funds available for project implementation, they are not a commitment from the Kentucky Transportation Cabinet or the Indiana Department of Transportation that the exact dollar amounts identified in Horizon 2035 will be obligated

in the KIPDA region. The forecast, based on historical programming of funds in the KIPDA region, reflects possible financial resources that may be utilized toward the implementing of projects in Horizon 2035. Given the long term nature of the Plan, it is difficult for any entity with funding authority to commitment to exact funding amounts for projects that, in some cases, will not be ready for implantation for 10, 15, or even 20 years into the future. Both the Kentucky Transportation Cabinet and Indiana Department of Transportation participated in the development of available funding sources for the Plan; and both have concurred that the forecast dollar amounts reflect reasonable estimates of future dollars for planning purposes.

Traditional Funding Sources

Traditional funding sources are those federal, state, and local transportation funds that are generally available for the implementation of projects identified in the Metropolitan Transportation Plan. Federal funds, often referred to as formula federal aid dollars, are funds provided annually to each state based upon formulas derived from the U.S. Department of Transportation. In order to identify a reasonable estimate of traditional funds that may be available for the implementation of projects a review of the previous six years of TIP programming began with Fiscal Year 2009 and ended with Fiscal Year 2014. In the analysis of the previous six years of the TIP, some projects, because of their unique nature and scope and/or funding opportunities, were removed from the analysis and did not contribute to estimating future resources. Just as project costs reflect Year of Expenditure, so do anticipated sources of funding revenue. Beginning with a funding estimate in today's dollars, the anticipated revenue sources are factored to reflect inflation rates, etc. In adjusting for Year of Expenditure, an annual 5% factor is applied to the anticipated revenue sources. The 5% factor was recommended by the Kentucky Transportation Cabinet. The Indiana Department of Transportation reviewed and concurred with the methodology for the purposes of this update. For *Horizon 2035,* the estimation of available resources is based on formula distribution of federal funds to Indiana and Kentucky. Examples of federal funding categories distributed to each state based on a formula that, among other things, takes into consideration a state's or region's population are: National Highway System, Surface Transportation Program, Interstate Maintenance, Bridge, etc.

Non Traditional Funding Sources

There are funding sources other than those distributed to the states by formula that may be considered when proposing projects for the *Horizon 2035 Metropolitan Transportation Plan*. Examples of these types of funds may include congressional appropriations through legislative action, local and state funding initiatives, sale of bonds, etc. Project sponsors are asked to identify reasonable funding sources for projects for which they intend to use funds other than federal funds distributed on a formula basis.

The Louisville-Southern Indiana Ohio River Bridges Project is a project in the *Horizon 2035 Metropolitan Transportation Plan* that identifies non-traditional funding sources as a significant component of its anticipated revenue. The states of Kentucky and Indiana established a bi-state management team whose charge is to oversee the financing and construction of the Ohio River Bridges Project. In accordance with 23 CFR Part 450.322(f)(10)(iii), the Louisville and Southern Indiana Bridges Authority has submitted, for the purposes of the Metropolitan Transportation Plan update, a financial demonstration for the Ohio River Bridges Project (please see Appendix D).

Operations and Maintenance

The nature of a metropolitan transportation plan does not lend itself to specifically identifying all future maintenance needs through the horizon year. The metropolitan transportation plan emphasis is on

projects and programs which hold constant (relative to demand), and when appropriate, expand the transportation system to meet evolving needs and wants. For the most part, roadway projects involve a geometric change to the cross section of a road, its alignment and/or its termini. This also includes the construction of new roads and bridges. In terms of transit and other alternate mode opportunities, *Horizon 2035* identifies strategies that expand services to meet current and anticipated needs. Conversely, maintenance projects are intended to repair and rehabilitate existing roadways without introducing significant changes that may influence travel behavior. Operation and maintenance of the transit system is seen in the same context as roadway operation and maintenance. The intent is to ensure that the transit system continues to operate with minimal disruption of service.

Both states, the local governments, and the Transit Authority of River City (TARC), rely on a mix of resources to preserve, maintain, and operate the road and public transportation system. Contributors to the mix include federal formula funds, state transportation funds, local transportation funds, and local tax revenue dedicated to TARC. Both the states of Kentucky and Indiana have state funding sources for maintaining and preserving the roadway infrastructure. The states also make available to local governments funds for the maintenance of roadways located in their jurisdictions. For example, the state of Kentucky provides County Road Aid, Municipal Aid, and Rural Secondary funds to the local government entities. The state of Indiana also provides revenue to local jurisdictions for the maintenance of roads. Indiana provides local governments with resources from the Local Road and Street Accounts, and the Motor Vehicle Highway Accounts. Some local governments utilize funds from their General Budget while others may also include tax generated revenue. For instance, Clark County, Indiana collects a local tax identified as the Cumulative Bridge Account and another local tax referred to as the Wheel Tax that is collected by Clark County and distributed to cities and towns located within the County. Along with fare box revenue and Federal Transit Administration funding, TARC utilizes a payroll tax (Mass Transit Trust Fund) to meet some of their operating and maintenance expenses. All project sponsoring entities have a history of operating and maintaining transportation facilities through the various funding options outlined above. At all levels of government, there have been no indications that this commitment will diminish in the future.

Comparison of Costs and Resources

After completing project development, the total estimated cost of proposed projects (in Year of Expenditure dollars) in *Horizon 2035* is found to be within reasonable limits of the anticipated resources (in Year of Expenditure dollars) for their implementation. The Ohio River Bridges Project is also included in the comparison of revenue to cost and the financial demonstration for the Louisville and Southern Indiana Bridges Authority can be found in Appendix D.

Financial Plan

	Indiana	Kentucky
Estimated Traditional Funding	$470,000,000	$4,400,000,000
Estimated Traditional Project Cost	$422,000,000	$4,200,000,000
Balance	($48,000,000)	($200,000,000)

Based upon the Financial Plan outlined above, the Horizon 2035 Metropolitan Transportation Plan is consistent with being financially reasonable. Financially reasonable is indicated when the Estimated Traditional Project Costs for each state are within 10% of the Estimated Traditional Funding Source and when Non-Traditional Projects have developed a financial plan and a demonstrated ability to meet the defined funding needs within the financial plan.

It is important to recognize that *Horizon 2035* does not regard the estimated forecast of available revenue or the project costs as a commitment of funding from INDOT, KYTC, TARC, or any other associated agency. The dollar amounts have been developed for planning purposes only.

Air Quality Conformity

The Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of this area coincided with the former ozone maintenance area and/or coincides with the local PM 2.5 nonattainment area. The former Louisville 8-hour ozone maintenance area consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic nonattainment area in June 2004 and redesignated as an attainment area with a maintenance status in July, 2007. This standard was partially revoked for the Louisville area. (The local area is still eligible to receive Congestion Mitigation/Air Quality funding). The revocation became effective in July, 2013. The Louisville fine particulate matter (PM 2.5) nonattainment area consists of Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY. In April 2005, it was designated as a nonattainment area under the PM 2.5 standard (based on average annual concentration).

KIPDA is updating and extending *Horizon 2030*, the metropolitan transportation plan (MTP), which will become *Horizon 2035*. The Transportation Improvement Program (TIP) is also being updated and will encompass FY 2015 to FY 2018. This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the annual PM 2.5 standard.

Conformity Under the PM 2.5 Standard

In April 2005, when the local area was designated as being in nonattainment of the fine particulate matter standard, there were no previous budgets for PM 2.5. In addition, there were no counties which had been previously divided on an attainment/nonattainment basis for the PM 2.5 standard. The counties which were designated as nonattainment under the PM 2.5 standard were all designated in their entirety with the exception of the Madison Township of Jefferson County, IN which had not been previously designated as nonattainment for any pollutant.

During 2005, along with the designation of PM 2.5 nonattainment areas, EPA promulgated an update to the federal conformity rule (40 CFR 93). This update established new interim tests to be applied when an area sought to determine conformity after being designated as nonattainment under the PM 2.5 standard and before SIPs were approved establishing new budgets for PM 2.5 and its precursors.

Consultation for *Horizon 2035*

The first step in determining conformity of *Horizon 2035* was to consult with the interagency consultation (IAC/ICG) group concerning matters not explicitly determined by the conformity rule. Since conformity under the PM 2.5 standard had been previously determined, many of the issues normally arising in conformity had already undergone consultation. Since these issues were not raised during consultation this time, the portions of the analysis involving those issues were accomplished consistent with established practice. The initial consultation involved a review of the following items:

a. Important dates in the schedule for the amendment;
   June 20 – Regional Emissions (Air Quality) Analysis completed
   July 13 – Public Review begins
   August 13 – Action by the Transportation Technical Coordinating Committee

August 28 – Action by the Transportation Policy Committee
August 29 – Documentation sent to review agencies for federal conformity determination

b. a draft list of projects – sent to the IAC/ICG with consultation notice;
c. the horizon year of the transportation plan – 2035;
d. the proposed conformity test methodology/ies and analysis years (see the discussion of issues and Established Practice sections below);
e. the pollutant(s)/precursor(s) of concern and the motor vehicle emissions budget(s), if applicable (see Table 2 at the end of the report);
f. information concerning the inputs for the travel demand model and the approved emissions model (see the issues section below, the list of projects included in accompanying documentation, and the items concerning the travel demand model and emissions model under Other Planning Issues); and
g. a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

Issues

Since this conformity analysis was being done to support an update rather than an amendment of the MTP and TIP, KIPDA staff presented more detail for some items reviewed during consultation. In particular, information about all of the projects in the MTP was presented rather than only information about projects undergoing a/ change(s). Other items discussed during consultation included the update schedule, the pollutants and precursors to be estimated in the analysis, the analysis years, recent changes to the KIPDA travel demand forecasting model, and the absence of transportation control measures in the State Implementation Plans affecting the local areas. Highlights of the schedule were listed above in item (a), and the pollutants and precursors estimated in the analysis continued to be direct PM 2.5 and oxides of Nitrogen (precursor). Other issues are discussed below.

Analysis Years

The conformity rule requires that PM 2.5 analyses be done for the last year of the transportation plan and for a year within five years of the time the analysis is being conducted. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart.

The analysis years which had previously been used for the conformity analysis were 2015, 2020, and 2030. Since the horizon year of the plan was being changed to 2035, that year had to be added to the analysis years. At present, 2015 meets the requirement for a year within five years of the time the analysis is being conducted. However, in order to allow for more orderly transition as time progressed, 2025 was added as an analysis year. By having the analysis years five years apart throughout the life of the MTP, there will always be an analysis year within five years of the time of the analysis. Further, when the horizon year of the MTP is extended, that year will be added as an analysis year. Otherwise, the analysis years can remain constant.

Conclusion: The IAC/ICG members were informed of the new analysis years and expressed no disagreement with them.

Recent Changes to the KIPDA travel demand forecasting model

There were two changes of note to the KIPDA travel demand forecasting model:

1. First, the census urbanized area has recently been updated to include a small area in northwest Shelby County, KY. The metropolitan planning area is in the process of being

updated to reflect the 2010 census urbanized area. This area was added to the KIPDA travel demand forecasting model to be consistent with this update.

2. Second, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed. Changes were made to the KIPDA travel demand forecasting model to reflect the changes in the toll structure.

Conclusion: The IAC/ICG members were informed of the recent changes to the KIPDA travel demand forecasting model and expressed no disagreement with them.

Discussion of Projects

There was little discussion about the projects. In answer to a previously submitted question, it was determined that a project involving improvement of 2 intersections in the vicinity of Fegenbush Lane and Outer Loop (KIPDA ID 365) involved the addition of a travel lane in each direction between the 2 intersections (a distance of approximately 0.14 miles). Otherwise, with respect to the way the projects were reflected in the regional emissions analysis, the recommendations of KIPDA staff were accepted.

Conclusion: The IAC/ICG members, with the one correction, accepted the recommendations of KIPDA staff concerning incorporation of the projects into the regional emissions analysis.

Established Practice

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

Source of Bullitt County VMT, Speeds, and Emission Estimates

Originally, the Kentucky Transportation Cabinet (KYTC) had provided the vehicle-miles-traveled (VMT) and speeds to be used in estimating pollutant emissions for Bullitt County in the analyses supporting conformity determinations. During 2006, it was mentioned that the KIPDA travel model included those counties. As a consequence, it was stated that KIPDA should supply that information starting with the next conformity analysis, and KIPDA agreed to do this. KIPDA has provided this data since that time.

Prior to June, 2011, the staff of the Kentucky Division for Air Quality (KYDAQ) had provided emission estimates for Bullitt County. In June, 2011, the MOVES emissions model was first used to estimate emissions for the local area. In order to ensure a more consistent approach to estimating emissions, LMAPCD accepted responsibility for providing emission estimates for Bullitt County, as well as the other counties for which they were previously providing emission estimates.

Conclusion: The established practice is that KIPDA will provide VMT and speed information for the determination of emission estimates for Bullitt County. The established practice is that LMAPCD will provide emission estimates for Bullitt County, as well as the other counties for which they have been providing emission estimates prior to June, 2011.

Conformity Tests

Since there are no applicable Motor Vehicle Emission Budgets (MVEBs) for PM 2.5 and NOx (as a PM 2.5 precursor), the conformity rule requires the use of an interim emission test. The interim emission test must be either of the following:

1. build emissions no greater than no-build emissions, or

2. analysis year emissions no greater than 2002 emissions.

The established practice is to use the 2002 baseline or "no greater than 2002" test. The 2002 baseline test would be applied to the entire PM 2.5 nonattainment area for all analysis years. (Please the discussion above concerning the changes to the analysis years.)

Conclusion: The established practice is that the conformity tests for the regional emissions analysis is as shown in the tables below.

Annual PM 2.5 Standard	
Analysis Year	**Conformity Test(s)**
2015	2002 Baseline test for the PM 2.5 nonattainment area
2020	2002 Baseline test for the PM 2.5 nonattainment area
2025	2002 Baseline test for the PM 2.5 nonattainment area
2030	2002 Baseline test for the PM 2.5 nonattainment area
2035	2002 Baseline test for the PM 2.5 nonattainment area

Vehicle Registration (Fleet Mix) Data

At various times in the past and most recently during 2012 and 2013, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC/ICG. The vehicle registration data now being used for the Indiana counties is for 2009, and the registration data now being used for the Kentucky counties is for 2011. This data represents the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC/ICG members, vehicle registration data for 2009 for the Indiana counties and for 2011 for the Kentucky counties is now being used in developing emission estimates.

Pollutants and Precursors

The conformity rule requires that direct vehicle PM 2.5 from the tailpipe and brake and tire wear be analyzed. The rule also requires that oxides of Nitrogen (NOx) (one of the PM 2.5 precursors) must be analyzed unless EPA and the respective state air agency make findings that its influence is insignificant. PM 2.5 from road dust and the other precursors (volatile organic compounds, oxides of Sulfur, and ammonia) do not have to be considered because neither EPA nor the respective state air agency has made a finding of significance for them. PM 2.5 from construction dust does not have to be considered because there is no State Implementation Plan (SIP) indicating its influence is significant.

Conclusion: The established practice is that only direct PM 2.5 from the tailpipe and brake and tire wear and NOx will be considered in the analysis.

Approaches for Developing Annual Emission Estimates

As stated above, the local area was designated as nonattainment of the PM 2.5 standard because it was exceeding the annual average concentration allowed by the standard. This means that the conformity analysis will need to be based on an estimate of annual direct PM 2.5 and NOx emissions.

Prior to June, 2011, the air quality agencies in the area had previously used MOBILE 6.2 to calculate the emissions of PM 2.5 and its precursor. Recently, the staff of LMAPCD indicated that they were now calculating annual emissions for PM 2.5 and its precursor using twelve month calculations in a single run

of the MOVES emissions model for each analysis year. This approach was also used for the analysis of *Horizon 2035* for the PM 2.5 nonattainment area with the exclusion of Madison Township of Jefferson County, IN. Madison Township typically accounts for less than five percent of the area's emissions. So any differences in approach for Madison Township should have a minimal effect on the total emissions. Further, because the conformity test is the "not greater than 2002" test, the results for Madison Township cannot affect the passing of conformity unless the 2002 estimates were less than the estimates for a future analysis year, and this has never happened for Madison Township.

Conclusion: The established practice is now to run MOVES with a twelve month calculation in a single run for calculating annual direct PM 2.5 and NOx emissions.

Conformity of *Horizon 2035*

The MTP, *Horizon* 2035, was examined to determine if it met the requirements of the conformity rule under the annual PM 2.5 standard. In general, examinations for conformity have two major components:

1. an air quality (regional emissions) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable or the emission levels for a given base year such as 2002 (for PM 2.5); and
2. a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Horizon* 2035 simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions. For PM 2.5, the pending SIP, which contains budgets for PM 2.5 and NOx, has not been approved nor have the budgets been found adequate. Therefore, conformity will be demonstrated by comparing future year emissions to base year emissions.

In general, the calculation of the regional emissions for 2002 and the other analysis years involved two steps. First, the travel-related information (VMT, speeds, etc.) was determined. Second, the travel-related information was used as inputs to the MOVES emissions model, which provided emission estimates for the pollutants and precursors. The use of these two steps in estimating emissions for the Madison Township of Jefferson County (IN) may have varied slightly from their use in the other counties, but essentially the same steps were undertaken for all portions of the nonattainment area. The details of their use are discussed in the Regional Emissions Analysis section below.

Air Quality Analysis

The air quality analysis for *Horizon* 2035 involved two steps. The first step was to review the projects to determine which projects were "regionally significant" and needed to be included in the regional emissions analysis and to have this list of projects reviewed and accepted by the IAC/ICG. The second step was to develop estimates of travel behavior using the KIPDA travel demand model and to calculate the emissions associated with the travel using the MOVES emissions model. The second procedure is known as the Regional Emissions Analysis. These steps are discussed below in greater detail.

Project Review

The first procedure involved determining which metropolitan transportation plan projects were "regionally significant" and therefore to be included in the regional emissions analysis. During the

development of *Horizon 2035*, a group of projects was proposed for the plan. This group of projects included additions, deletions, and changes to the projects included in *Horizon 2030*, the previous MTP. The projects in *Horizon 2035* were reviewed by conformity partners, and agreement is reached as to how each of the projects should be analyzed in the regional emissions analysis. The projects in *Horizon 2035* which were not changed from *Horizon 2030* were analyzed as they were previously. There is usually a straightforward explanation for why projects are included in the analysis and why they are analyzed as they are. The following paragraphs explain why some projects are excluded from the regional emissions analysis. The details of the consultation concerning the project review are discussed above in the section entitled, "Consultation for *Horizon 2035."*

As in prior plans, some of the projects in *Horizon 2035* have been excluded from the regional emissions analysis. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127. In addition, a few projects were excluded from the regional emissions analysis due to a lack of sufficiently detailed information. They include:

1. Transportation System Management (TSM) Projects

   Incident Management Program – This project involves providing the motorist with information concerning lane closures due to accidents, construction, etc., which reduce the capacity of the facility. At this time, the route for diversion is totally at the discretion of the motorist. Therefore, there is insufficient information to quantify the emission impacts using the travel demand model approach.

   Spot Improvements – This is a funding mechanism for undetermined intersection improvements which would have minimal air quality impacts. No projects with air quality impacts are currently proposing use of these funds.

2. TSM Corridors
   A group of corridors was identified for improvements utilizing Transportation System Management. At this point, sufficient detail is lacking for inclusion in the air quality conformity analysis.

   These projects continue to be excluded from the regional emissions analysis.

Regional Emissions Analysis

The regional emission analysis consists of two procedures—(1) the analysis of travel behavior impacts and (2) the estimation of emissions due to those impacts. Two slightly different methods were used for estimating the travel behavior impacts—one for Madison Township of Jefferson County, IN and the other for the rest of the nonattainment area. The reason for the two methods is that there is no travel demand model for Madison Township. The estimation of emissions for both areas was done using a similar method.

The analysis of the travel behavior impacts for the portion of the nonattainment area excluding Madison Township involved using the KIPDA travel demand model to determine measures of travel such as VMT and speed. The method for accomplishing this was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand model and adjustment factors for travel model output.

As previously mentioned, the procedures used for the Madison Township of Jefferson County (IN) varied slightly from those used for the rest of the nonattainment area. VMT was based on values from the Highway Performance Monitoring System. A growth rate approach was used to estimate VMT for future years. Further discussion of the methodology for estimating emissions for Madison Township is included in the section concerning the MOVES emissions model. For this update, INDOT staff reviewed the changes in travel impacts occurring in the non-Madison Township portion of the local PM 2.5 nonattainment area and concluded that the emission estimates developed for Madison Township during a previous amendment of Horizon 2030 could be used for Horizon 2035, as well.

In addition, there were several projects which could not be analyzed using the travel model. The TSM projects and corridors discussed above were not included in the emissions analysis; others had been previously evaluated using spreadsheet methods involving emission factors. Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, past experience has shown that the emission impacts for these projects were always small and positive (i.e. emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

In addition, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves the relocation of a small (0.18 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the PM 2.5 nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

Regardless of the method to analyze the travel behavior impacts, the method used to translate those travel impacts into emission impacts was the MOVES emissions model. The inputs to the MOVES model were different for each county, but the MOVES model was used for all counties. The description of its use is provided in more detail in the section concerning the MOVES emissions model below

The emission estimates for all of the nonattainment area except Madison Township of Jefferson County, IN were determined in the following manner. First, the KIPDA travel demand forecasting model was used to estimate travel behavior in the region. Second, the output from the travel model was adjusted using the adjustment factors discussed below, and the adjusted VMT was placed in five miles per hour speed bins. Third, the VMT in each of the speed bins was divided by the total VMT for that county to determine VMT fractions. Fourth, the VMT fractions and total VMT were used as input to the MOVES emissions model to determine the emissions for the county. It should be noted that the emissions for PM 2.5 and its precursor were estimated for each of the twelve months with the annual emissions being the sum of the monthly values.

KIPDA Travel Demand Model

The KIPDA travel demand model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area consists of Clark and Floyd counties, and 0.1 square miles in Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 807 smaller units called traffic analysis zones.

The KIPDA regional travel demand model was updated and calibrated during 2011. This update established 2007 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In particular, information from the 2000 Census, the 2000 KIPDA Household Travel Survey, and the 2004 on-board survey of transit riders by the Transit Authority of River City had been previously incorporated. During the update, the model parameters were adjusted such that the model output matched—within reason—three main calibration criteria based on measured data. These criteria were: (1) daily VMT for all highway facilities except local roads for the region; (2) the distribution of trip lengths (duration in time); and (3) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which replicated travel in the Louisville area for 2007. The updated travel model was used in the regional air quality analysis.

The KIPDA travel demand model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. Trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes and utilizes different trip rates for each. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non home-based.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. The friction factors used in the gravity model were developed as part of the calibration effort performed during the model update. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from 2007 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study*. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Horizon 2035* utilizes transit information from the previous travel demand model. The results of the 2004 TARC on-board survey had been used to supplement the previous information. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Horizon 2035* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the transit trip information from previous travel models did not change significantly the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.1 percent of the minimum (optimal) value or less.

Tolls will be used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are expected to be placed. As mentioned above, the toll structure was recently changed. To reflect this in the MTP update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as VMT. The VMT can be calculated as the product of the volume of traffic using a link times the distance of the link.

Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the year of the HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2007. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2007 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2007 to develop adjustment factors to be applied to the model output for subsequent years. The PM 2.5 analysis is based on annual traffic and the accompanying annual emissions. Therefore, the adjustment factors were based on the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on: (1) the equations of the Highway Economic Reporting System (HERS) and (2) the use of data from the Automatic Continuous Traffic Recorders (ATRs) of the Kentucky Transportation Cabinet (KYTC) for 2001-2002.

The HERS equations were used to estimate speeds on 402 sections of urban roadways for five functional classifications. The speeds from these roadway sections were used to determine the average speed for each of five functional classes. The speeds used in the travel model were also averaged for each urban functional class. The speed adjustment factor for each urban functional class was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data.

The KYTC ATR data was used to estimate speeds on 84 sections of rural roadways for four functional classifications. The speeds from these roadway sections were used to determine the average speed for each of four functional classes. The speeds used in the travel model were also averaged for each rural functional class. The speed adjustment factor for each rural functional class was calculated as the ratio of the average speed using the ATR data to the average speed using the travel model data.

The procedures described above produced speed adjustment factors for all functional classes except rural minor collectors and rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate “functional class.”) There was not sufficient data to estimate speeds for the roadways of these classes. For the rural minor collectors and rural and local roads, the speed adjustment factor of the next higher functional class was used. For ramps, the speeds in the travel model were used without adjustment (i.e. the speed adjustment factor for ramps = 1).

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment area for the pollutant PM 2.5 and must therefore control direct PM 2.5 and its precursor, NOx. The emission estimates for PM 2.5 and NOx were determined using the MOVES emissions model. The Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the nonattainment area except for the Madison Township of Jefferson County, IN. The emission estimates for the Madison Township were developed by the Indiana Department of Transportation (INDOT). The procedures used in calculating these emission estimates are discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. These factors include the fuel used by the vehicles driven in each county, and in the past, the presence

of inspection/maintenance (I/M) programs in some of the counties. In the past, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs were modeled as being in existence in 2002 but not for the other analysis years. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt County, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC/ICG partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those that were used in developing the ozone budget update (for VOCs and NOx) in 2003 with a few exceptions where newer data was incorporated. The changes which affected the VOC and NOx emissions included:

1. the incorporation of newer vehicle registration data (for 2009) for Clark and Floyd counties (provided by IDEM),
2. the development and use of newer vehicle registration data (for 2011) for Jefferson County (KY),
3. the recently adopted (twelve month) approach to calculating emissions of PM 2.5 and its precursor described in the ESTABLISHED PRACTICE was utilized , and
4. the development and use of newer vehicle registration data (for 2011) for Bullitt County in Kentucky.

The emissions for Bullitt County were also developed by LMAPCD. Most of the inputs to the MOVES model were defaults and/or data used in previous SIPs. A portion of Bullitt County (the “original” portion) had previously had a nonattainment/maintenance status for the 1-hour ozone standard, and a portion (the “new” portion) had only been designated under the 8-hour ozone standard. Neither portion of the county had an I/M program. So it was not necessary to have I/M input information for MOVES. However, reformulated gasoline (RFG) is required for the original nonattainment/ maintenance portion of Bullitt County while unregulated gasoline is used in the new nonattainment areas of the county. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, a choice had to be made concerning which one to use. The choice was made to use the characteristics of unregulated (conventional) gasoline since this was the more “conservative” choice. (It was more “conservative” because this choice produces higher emission estimates and, therefore, reduces the margin by which conformity is passed.) LMAPCD

received VMT and speed information by functional class from KIPDA. Using this data, LMAPCD developed emission estimates for Bullitt County.

The assumptions used for Bullitt County were the same as those for the 2003 ozone budget update with two exceptions, aside from the new VMT and speed estimates that were developed for the development of *Horizon 2035.* Vehicle registration data for Bullitt County for 2011 was developed during the last few years, and it was used. The (twelve month) approach to calculating emissions of PM 2.5 and its precursor described in the ESTABLISHED PRACTICE was also utilized.

The PM 2.5 emission estimates for the Madison Township of Jefferson County, IN were developed by INDOT. INDOT used an approach to developing emission estimates that was conceptually similar to the method used by LMAPCD. However, in practice, there are a number of differences. Since there is no travel model for Madison Township, determining the origin of the travel in that township required another source of information. The estimates of the origin of tripmaking (and therefore gasoline specifications and the presence/ absence of I/M programs) were based on data from 2000 Census. In addition, other data was "borrowed" from the Floyd County data developed by LMAPCD. This data was adjusted to account for conditions typical of the Madison Township (e.g. no freeways or ramps, no I/M program for 2002).

The PM 2.5 emission estimates for the Madison Township of Jefferson County, IN were developed by INDOT in the following manner.

1. VMT was estimated from a countywide estimate (using an updated growth rate).
2. VMT was identified by source (origin) county.
3. The proportion of each source county's VMT of total county VMT was used to weight emission factors reflecting control and fuel programs for that source county.
4. The weighted, composite emission factors were applied to the Madison Township VMT to calculate criterion pollutant burdens.

As previously stated, for this analysis, INDOT staff reviewed the changes in travel impacts occurring in the non-Madison Township portion of the local PM 2.5 nonattainment area and concluded that the emission estimates developed for Madison Township during the previous amendment of *Horizon 2030* could be used for *Horizon 2035*, as well.

Results of the Analysis

The transportation plan, *Horizon 2035,* has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the 2002 emission levels for PM 2.5 and NOx.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for PM 2.5 are discussed below.

PM 2.5 Analysis

There are no emission budgets for fine particulate matter, PM 2.5, or oxides of Nitrogen, one of its precursors. The regional emissions analysis was conducted to provide estimates of the levels of

emissions of PM 2.5 and NOx for the various analysis years. These emission levels for the years after 2002 were then compared to the emission levels in 2002 to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the annual vehicle-miles-traveled from the analysis. Table 2 shows that for 2015, 2020, 2025, 2030, and 2035, the annual PM 2.5 and NOx emission levels for the local PM 2.5 nonattainment area are less than those for 2002.

Conclusions

The regional emissions analysis of *Horizon 2035* indicates that the plan is consistent with the goals established in the State Implementation Plans of Indiana and Kentucky. The effect of the results shown in Table 2 indicates that *Horizon 2035* has met the requirements of conformity under the PM 2.5 standard. In summary, it can be concluded that *Horizon 2035* conforms to the SIPs and meets the requirements of the federal conformity rule.

Table 1

ANNUAL VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE PM 2.5 NONATTAINMENT AREA (in 1,000,000's of vmt/year)			
YEAR	**INDIANA**	**KENTUCKY**	**TOTAL**
2002	**2326**	**7963**	**10289**
2015	**2691**	**9127**	**11818**
2020	**2849**	**9506**	**12355**
2025	**3015**	**9951**	**12966**
2030	**3236**	**10564**	**13800**
2035	**3424**	**11065**	**14489**

Table 2

ANNUAL EMISSIONS FOR THE LOUISVILLE PM 2.5 NONATTAINMENT AREA (in 1000's of kg/year)			
EMISSION LEVELS FOR VARIOUS YEARS			
YEAR	**PM 2.5**	**NOx**	**PASS**
2002	**1102**	**35168**	**-------**
2015	**389**	**12134**	**YES**
2020	**277**	**8050**	**YES**
2025	**226**	**6132**	**YES**
2030	**223**	**5910**	**YES**
2035	**225**	**5931**	**YES**
NOTE: The criteria for conformity are as follows: The emission levels for 2015, 2020, 2025, 2030, and 2035 must be no greater than those for 2002.			

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Louisville (KY-IN) Metropolitan Planning Area Transportation Projects

The *Horizon 2035* Project Information section is comprised of individual project information in alphabetical order by project name. The information provided for each individual project includes:

- Project Name
- Project Description
- KIPDA Identification Number
- Project Purpose
- Contact Agency (Project Sponsor)
- State Identification Number (if applicable and available)
- County/Counties in which Project is located
- Regional Priority Status
- Project Cost in Year of Expenditure Dollars
- Air Quality Status
- The year in which the Project is estimated to be complete
- The year the Project was introduced to the Plan
- Subject to CMP Review
- Proximity to a Bicycle and Pedestrian Priority Corridor
- If the Project is located within an identified Title VI/Environmental Justice Area
- Proximity to a Freight Network Corridor
- Individual Project Map (if applicable)

Several of these items warrant further explanation:

Regional Priority Status

A check mark indicates the project is a Regional Priority. The project has been found to meet at least one criterion for being identified as a Regional Priority.

Air Quality and Project is Considered Regionally Significant Status

A check mark indicates the project may alter travel behavior in a significant manner and subsequently impact the area's air quality, making the project regionally significant. Regionally significant projects are defined as those projects (other than an exempt project) that are on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and transit facilities that offer an alternative to regional highway travel. Projects that impact air quality are reviewed by federal, state, and local agencies to assure their inclusion in the Transportation Plan's air quality analysis. A "No" indicates the project is exempt from air quality analysis or its impact was not significant enough to impact travel behavior to a degree which could be measured using analysis tools. For more information please refer to the Air Quality section.

Supports ITS Architecture

A check mark indicates that this item contributes to and/or supports the ITS Architecture as identified in the *Intelligent Transportation Systems (ITS) Architecture Report* (2004).

Subject to CMP Review

All projects were considered for the Congestion Management Process (CMP) Project Level Review. A check mark indicates that it met the criteria for undergoing the CMP Project Level Review. No check mark may mean one of several things: 1) the project did not meet the criteria for completing the CMP Project Level Review, 2) a CMP Project Level Review had already been completed during previous planning activities, 3) the project had advanced to a point where funding resources had been identified and they were funds other than federal funds.

Bicycle & Pedestrian Priority Corridors

Within a ¼ Mile or on a Bicycle & Pedestrian Priority Corridor: A check mark indicates that some part of the project is located on or within a ¼ mile of a segment of the Bicycle & Pedestrian Priority Corridor. For more information, please refer to the Alternate Mode section.

Title VI/Environmental Justice Area

A check mark indicates that this project is located (either fully or in part) within a Title VI/Environmental Justice Area as identified by the *Community Outreach & Assessment Program for the Louisville (KY-IN) MPA for Title VI/Environmental Justice & other Communities of Concern* (2004). Please see the Title VI: Environmental Justice section for additional information.

Freight Corridors

Within a ¼ Mile or on a Freight Corridor: A check mark indicates that some part of the project is located on or within a ¼ mile of a segment of the Freight Network Corridor. For more information, please refer to the Freight section of *Horizon 2035*.

Individual Project Map

The Individual Project Map depicts the proposed physical location of a project and the quarter-mile area surrounding it. Airports, superfund sites, 100-year and 500-year flood plains, historic sites, schools, etc., are shown on Individual Project Maps in *Horizon 2030* to offer more understanding of the relationship between a project, its physical surroundings, and the environmental and community impacts it may have.

Individual Project Maps are not available for every project, since there are some projects that cannot be mapped. Programs, for instance, may not have a specific geographic location. Studies may not have a defined geographic scope. A project with an open to public date of 2030 may be too conceptual at this point to pinpoint an exact location. Wherever possible, the Individual Project Map is provided.

On the following project pages, there are maps associated with various projects. Due to space constraints, the legend for all symbols appearing on those maps is located on the following page.

Need More Information?

Should you need additional information on any project or other information included in *Horizon 2035*, contact either KIPDA staff or the Primary Project Sponsor. KIPDA staff can be reached by phone: (502) 266-6144; by fax: (502) 266-5074; by regular mail: KIPDA Transportation Division, 11520 Commonwealth Drive, Louisville, Kentucky, 40299; or by email: kipda.trans@ky.gov.

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8th Street — KIPDA ID# 297

Project Description:

Reconstruct 8th Street as a 2 lane road from Spring Street to Perrin Lane The project consists of removal of existing pavement, shoulders, curb, gutter and sidewalk. Reconstruction of storm sewers, curb/gutter, sidewalk, side road approaches and driveway entrances.

Project Purpose:

Eighth Street is one of the main east-west corridors from suburban areas to urban areas of Jeffersonville. It is also the westerly extension of the Middle Road. This is an important route to the Clark Maritime Centre.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $3,480,193
Estimated Open to Public Year: 2020
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #: 9146470
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

10th Street — KIPDA ID# 301

Project Description:

Widen 10th Street from 4 to 7 lanes (3 travel lanes in each direction plus a center turn lane) from Reeds Lane to Allison Lane.

Project Purpose:

The City of Jeffersonville is improving the south stretch of this road (Spring Street to Walnut Street) using local funds. The additional stretch of this street from Walnut Street to Reeds Lane will extend the improvements and provide a functional cross-section to accommodate the heavy traffic on this road, and also provide and increase the safety capabilities for pedestrians. Project will also help with economic development.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $3,700,611
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

10th Street — KIPDA ID# 303

Project Description:

Phase 2: Reconstruct 10th Street and widen from 4 to 5 lanes (5th lane will be a center turn lane) from Dutch Lane to Main Street.

Project Purpose:

The City of Jeffersonville is improving the south stretch of this road (Spring Street to Walnut Street). The additional stretch of this street from Walnut Street to Reeds Lane will extend the improvements and provide a functional cross-section to accommodate the heavy traffic on this road, and also provide and increase the safety capabilities for pedestrians.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $2,025,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

10th Street — KIPDA ID# 304

Project Description:

Phase 3: Reconstruct and widen 10th Street from 4 to 5 lanes (5th lane will be a center turn lane) from Main Street to Reeds Lane.

Project Purpose:

The City of Jeffersonville is improving the south stretch of this road (Spring Street to Walnut Street). The additional stretch of this street from Walnut Street to Reeds Lane will extend the improvements and provide a functional cross-section to accommodate the heavy traffic on this road, and also provide and increase the safety capabilities for pedestrians.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $1,750,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

10th Street — KIPDA ID# 1417

Project Description:

Signalize the intersection and add turn lanes at Thompson Lane.

Project Purpose:

To improve the safety and congestion at the intersection.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $650,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0900646
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

12th Street Extension — KIPDA ID# 1965

Project Description:

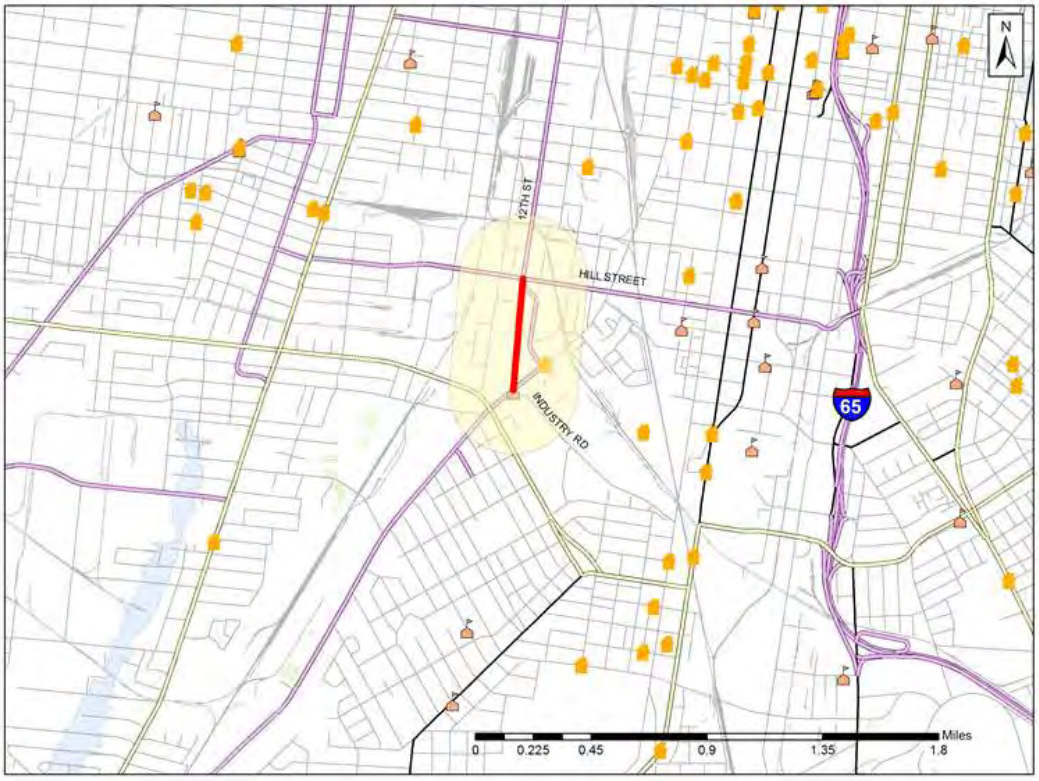
Extend 12th Street from Hill Street to Industry Road.

Project Purpose:

Extending 12th Street directly to Industry Road can create a continuous central spine through the Park Hill Industrial Corridor. This spine would provide improved access to established companies as well as a number of underutilized properties with redevelopment potential. Truck traffic, transit services, and commuters would no longer have to negotiate the current twists and turns to access properties in the heart of the corridor.

Contact Agency: Lou. Metro Econ. Dev.
County/Counties: Jefferson
Project Cost: $6,900,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



28th Street — KIPDA ID# 1386

Project Description:

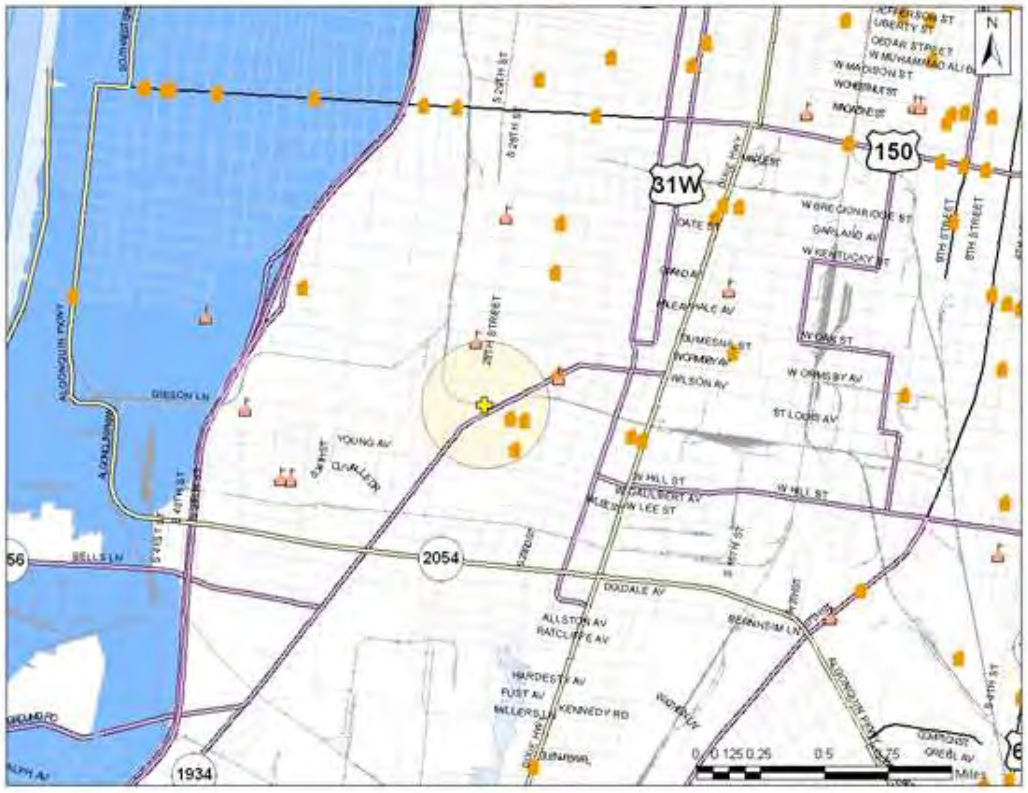
Install auto gates at Norfolk Southern Railroad crossing.

Project Purpose:

Improve safety at railroad crossing.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $183,768
Estimated Open to Public Year: 2021
Introduced to the Plan: 4 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



34th Street — KIPDA ID# 246

Project Description:

Conduct a study to align offset intersection at 34th Street and Broadway.

Project Purpose:

The study is intended to define the means for improving the intersection at 34th Street and Broadway in Louisville. The study will help to define a project that will improve traffic flow.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $80,051
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

3rd Street / New Cut / Manslick Road Bicycle & Pedestrian Facilities Improvements KIPDA ID# 1425

Project Description:

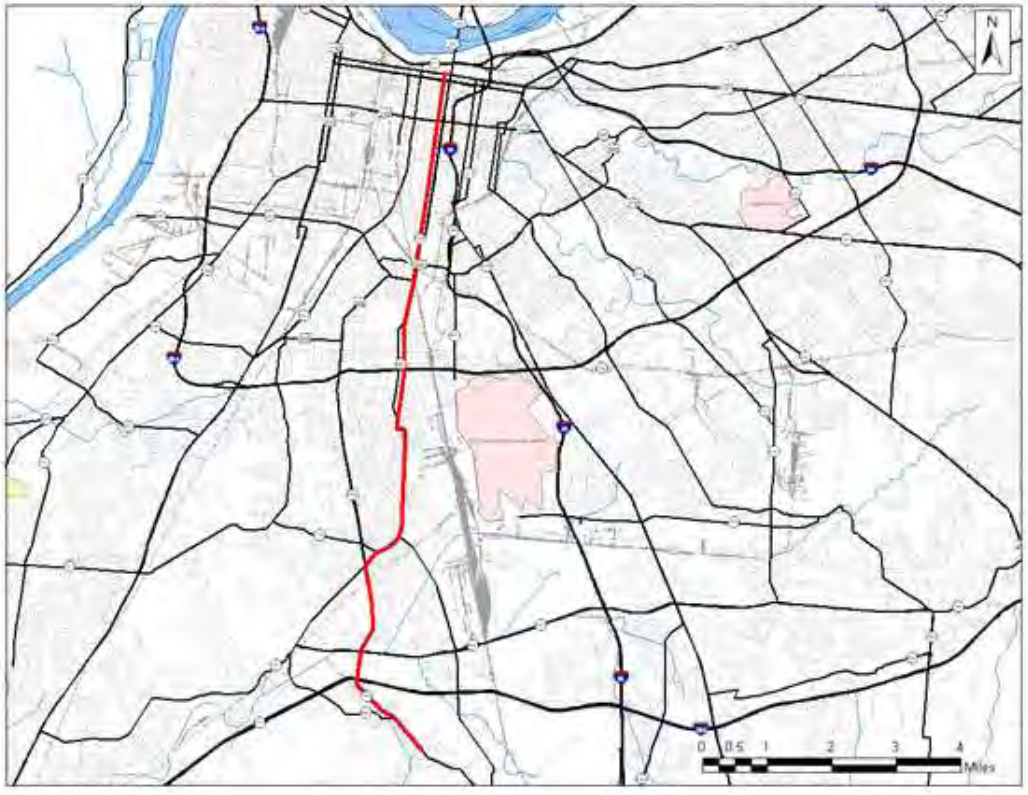
3rd Street/New Cut/Manslick Road Bicycle and Pedestrian Facilities Improvements from downtown Louisville to Fairdale Road, 10.1 miles.

Project Purpose:

This corridor is an important connection between newly revitalized downtown area, high-density residential neighborhoods surrounding downtown, the University of Louisville campus, and Jefferson Memorial Forest. Identified by the Louisville Bicycle Summit and the Community bicycle Plan as a major bicycle corridor in the metro area.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $292,465
Estimated Open to Public Year: 2022
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



41st Street — KIPDA ID# 247

Project Description:

Conduct a study to align offset intersection at 41st Street and Market Street and implement study recommendations to improve the intersection.

Project Purpose:

The study is intended to define the means for improving the intersection at 41st Street and Market Street in Louisville. The study will help define a project that will improve traffic flow.

The construction aspect of the intersection improvements will improve the traffic flow.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $273,714
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

A.B. Sawyer Shared Use Path — KIPDA ID# 1662

Project Description:

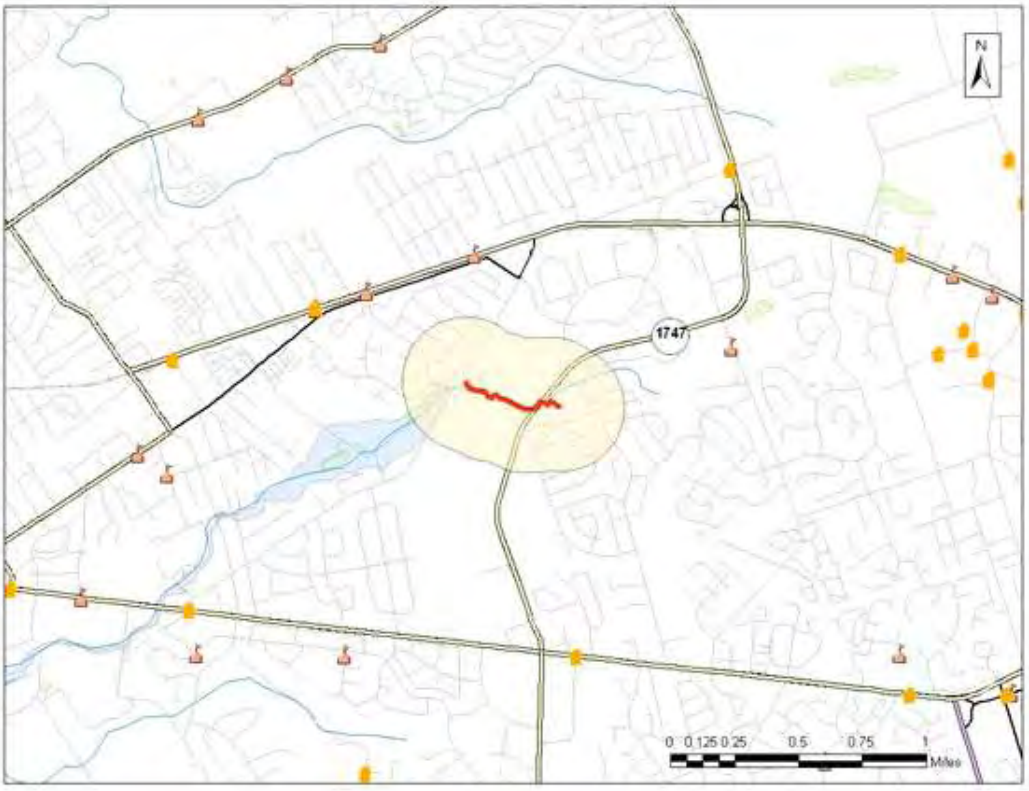
Construct a multiuse path through A.B. Sawyer Park and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities, and construction of pedestrian facilities along Hurstbourne Parkway from Middle Fork of Beargrass Creek bridge to Ormsby Station Road.

Project Purpose:

To improve pedestrian and bicycling access.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $1,006,667
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Airport Road — KIPDA ID# 2101

Project Description:

Construct a new 3 lane road, 3rd lane is a center turn lane, from Bean Road to IN 62, approximately 3.5 miles. Project includes 2 bridges and 2 railroad crossings.

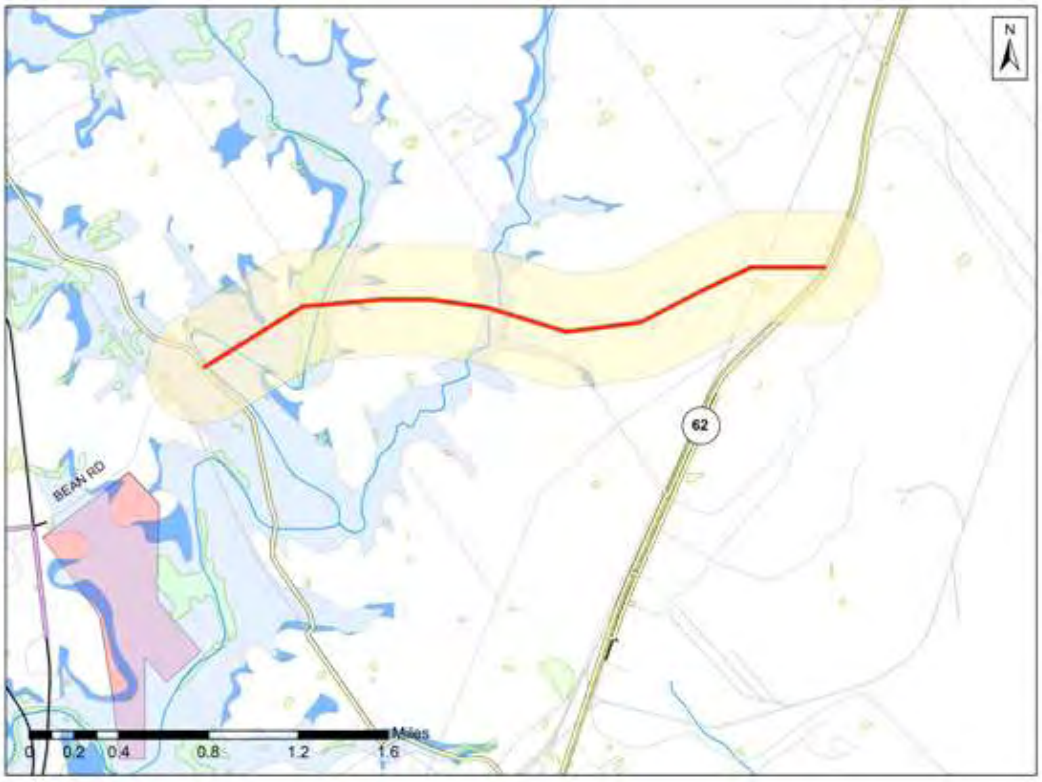
Project Purpose:

Project will provide additional access to the Clark County Airport.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $10,250,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 6 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Applegate Lane — KIPDA ID# 1320

Project Description:

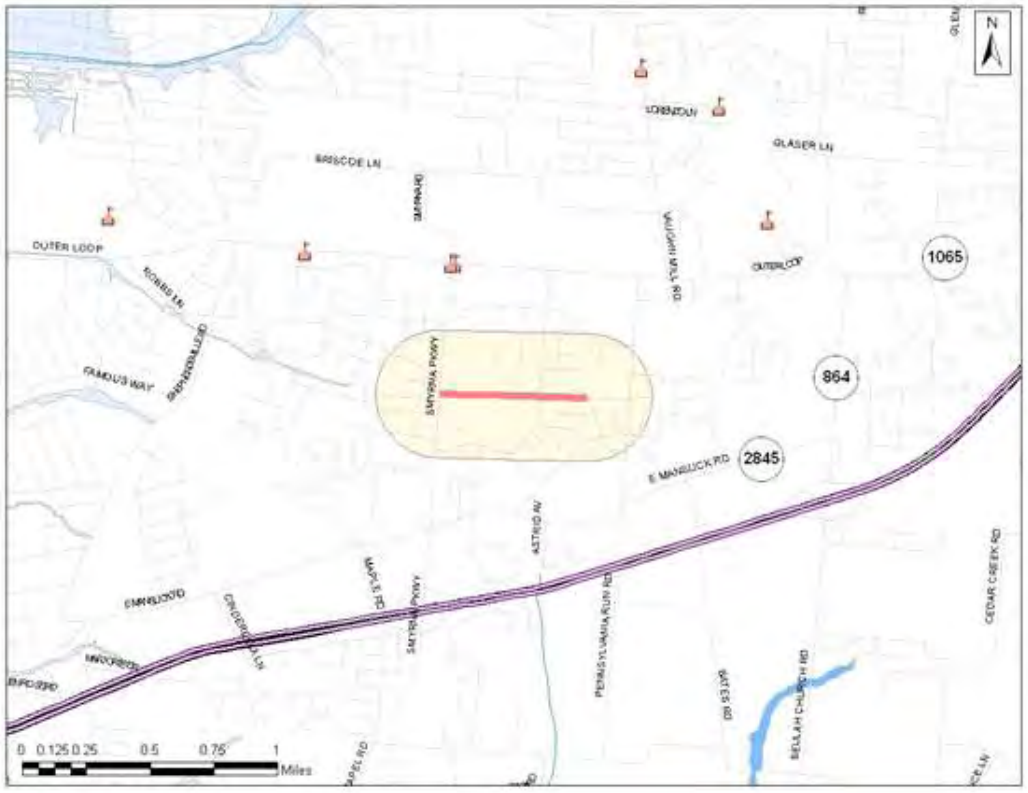
Reconstruct Applegate Lane from from 2 to 3 lanes (3rd lane will be a center turn lane) Smyrna Parkway to Pennsylvania Run Road.

Project Purpose:

Improve roadway to current standards and increase safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $13,674,261
Estimated Open to Public Year: 2026
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Arnoldtown Road — KIPDA ID# 249

Project Description:

Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook and Hardwood Forest.

Project Purpose:

The Arnoldtown Road reconstruction project is intended to improve the geometrics of the existing roadway. The project will correct poor curves, narrow lanes, and the lack of shoulders.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,180,855
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Automated Annunciators — KIPDA ID# 1855

TARC ITS

Project Description:

Automated bus stop annunciators installed throughout TARC's fleet to improve communications with passengers on-board the vehicle.

Project Purpose:

To provide mobility options.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $1,250,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Automatic Passenger Counters — KIPDA ID# 1309

Project Description:

Automatic Passenger Counters (APC) in conjunction with AVL (automatic vehicle location) will count the number of people who get on and off the bus at each stop.

Project Purpose:

To provide invaluable information by determining actual ridership demand and utilization so that more realistic and cost-effective scheduling of the bus service can be achieved. The data collected by the APCs will enable TARC to better utilize resources and more efficiently deploy its existing bus service.

Improving transit operation to design boarding locations and levels of service to optimize the efficiency of transit service delivery. Benefits include improvements in roadway congestion, safety, and increasing passenger-carrying capacity of the existing transportation infrastructure.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $648,960
Estimated Open to Public Year: 2015
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Baxter Avenue Corridor Transportation Management & Enhancement Study — KIPDA ID# 1353

Project Description:

Conduct the Baxter Avenue Transportation Management and Enhancement Study between US 31E (Bardstown Road) and Chestnut Street

Project Purpose:

The Baxter Avenue Corridor Transportation / Traffic Management and Enhancement Study is intended to improve the operation capacity, traffic flow, bicycle and pedestrian circulation, and explore enhanced public transit opportunities along the corridor.

The study shall improve access management at intersecting streets, propose adequate streetscape compatible with the surroundings and make recommendations for plan implementation.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $540,800
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Belknap Connector — KIPDA ID# 2155

South Fourth Street to Warnock

Project Description:

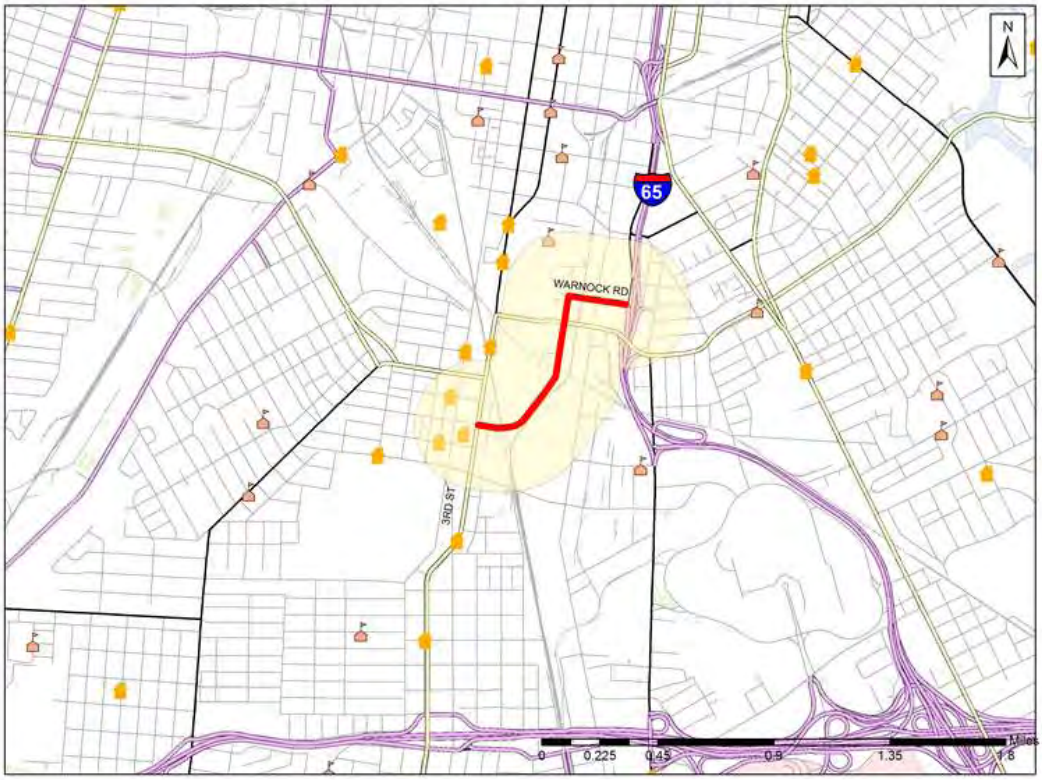
Construct a new extension road from South Fourth Street to Warnock as per agreement with the University of Louisville Foundation and KYTC.

Project Purpose:

Safety, capacity, and mobility improvements. Economic development related to University of Louisville's Belknap Engineering and Applied Science Park.

Contact Agency: Univ. of Louisville
County/Counties: Jefferson
Project Cost: $20,000,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08707.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



Bernheim-Fort Knox Wildlife Corridor — KIPDA ID# 1196

Project Description:

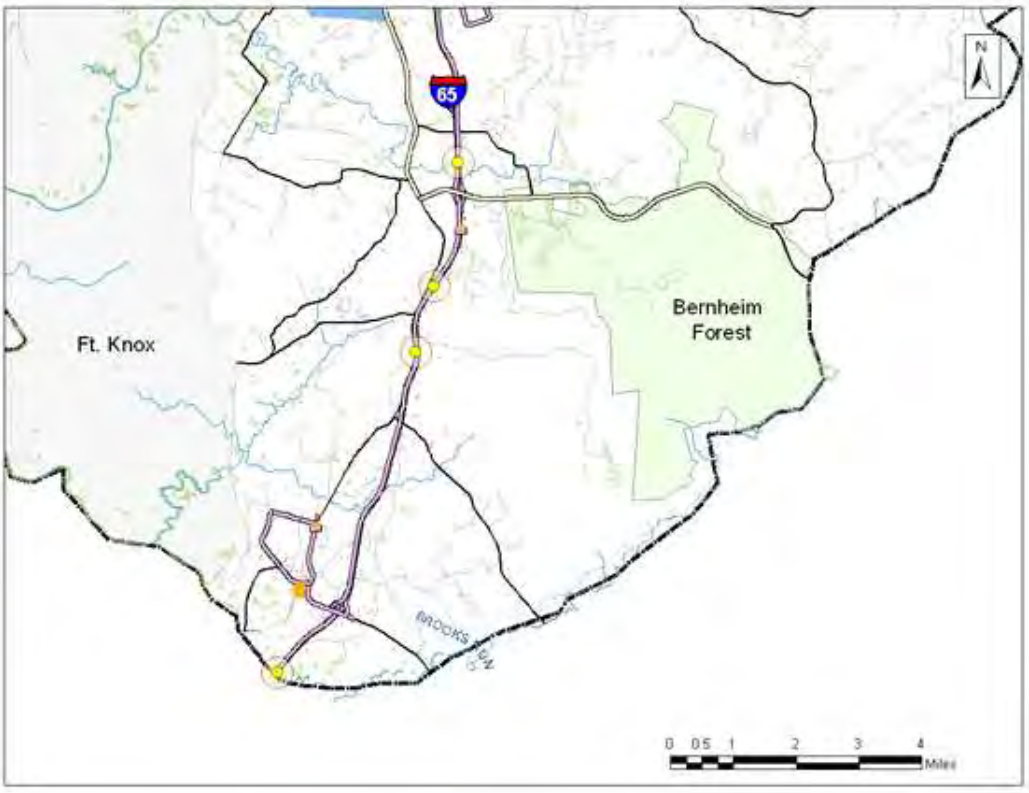
Evaluation of the best corridors to reconnect Bernheim Forest and Fort Knox for wildlife migration and construction of 2 highway overpasses and 2 underpasses to allow animals to cross the I-65 corridor.

Project Purpose:

Environmental mitigation to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

Contact Agency: Bullitt Co.
County/Counties: Bullitt
Project Cost: $26,452,181
Estimated Open to Public Year: 2020
Introduced to the Plan: 4 2003
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Bethany Road — KIPDA ID# 965

Project Description:

"Widen existing lanes (no new travel lanes) on Bethany Road, provide turning lanes at 4 intersections and realign vertical/horizontal curves from IN 62 to IN 403."

Project Purpose:

Bethany Road is located in a fast growing residential area of the city, and is classified as a major collector that connects IN 403 with IN 62. The existing roadway has 2-10 foot lanes and no shoulders. Furthermore, many of the existing vertical curves do not provide sufficient stopping sight distance along the roadway creating a very hazardous situation for drivers. The purpose of this project is to provide a safer roadway by widening the existing travel lanes to 12 feet, providing turn lanes at critical intersections, and reconstructing the horizontal and vertical curves to ensure that proper stopping sight distance is provided for the length of the roadway.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $7,942,650
Estimated Open to Public Year: 2016
Introduced to the Plan: 1 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0710003
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation — KIPDA ID# 337

Project Description:

Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities

Project Purpose:

Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,950,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation 2010 KIPDA ID# 1784

Project Description:

To increase awareness of motorists to bicyclists and pedestrians. Teach cyclists and motorists to share the traveling environment safely. Ensure that police, planners and engineers understand the rights of cyclists/pedestrians. Educate children on safe walking and bicycling practices, to walk and bicycle defensively, to anticipate dangerous situations and react appropriately. The promotional portion will be used to increase bike ridership by a broad range of residents for fun, fitness and transportation (i.e, bike parking, bike sharing, Bike to Work Day, Walk to School Day, etc.).

Project Purpose:

To encourage more people to travel by means other than the private automobile (including by walking and bicycling).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,042,400
Estimated Open to Public Year: 2015
Introduced to the Plan: 2 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 03700.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Bicycle Facility Improvements - Striping, Signage & Signalization 2010 — KIPDA ID# 1785

Project Description:

Provide signage for the expanding bicycle facility network and enhance the safety of existing roadways by installing shared-lane markings and other bike/ped signage and markings. The project will also retrofit existing roadways without changing the curb to curb width.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $187,500
Estimated Open to Public Year: 2015
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include a wide outside curb lane and other amenities
Pedestrian Facility: Project/Program will not include pedestrian facilities

Cannot be mapped.

Bicycle Sharing System — KIPDA ID# 1787

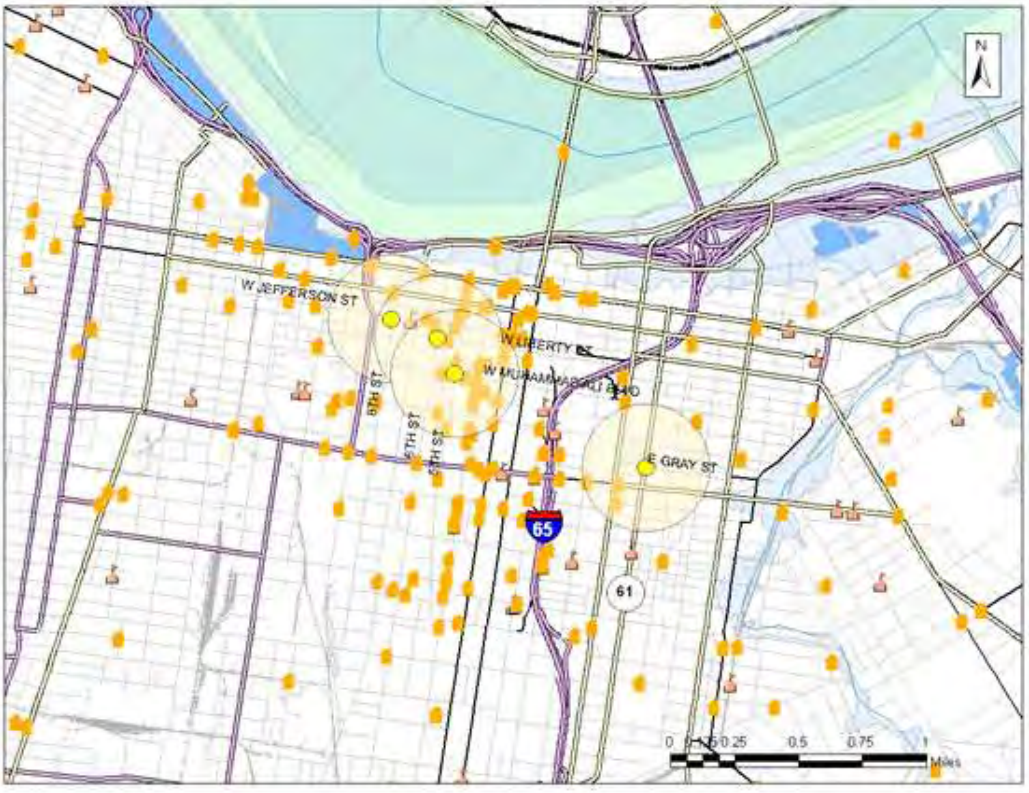
Project Description:

Pilot system for the installation of four bike kiosks to be located at: (1) SW corner of West Jefferson Street and South 8th Street; (2) SE corner of West Liberty Street and South 6th Street; (3) NW corner of West Muhammad Ali Boulevard and South 5th Street; and, (4) SE corner of East Gray Street and South Preston Street.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $225,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Big 4 Sidewalk Connections to TARC Services — KIPDA ID# 2118

Project Description:

Construct sidewalk improvements on various roads from the Big Four Bridge to transit routes on Court Avenue to assist the elderly and disabled.

Project Purpose:

These sidewalks will assist the general public as well as the elderly and disabled access TARC service from the Big Four Bridge. The project will also provide access to Jeffersonville's historic district, a variety of residential properties, a variety of commercial properties, and social services.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $47,674
Estimated Open to Public Year: 2014
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Big Four Bicycle & Pedestrian Bridge — KIPDA ID# 1564

Project Description:

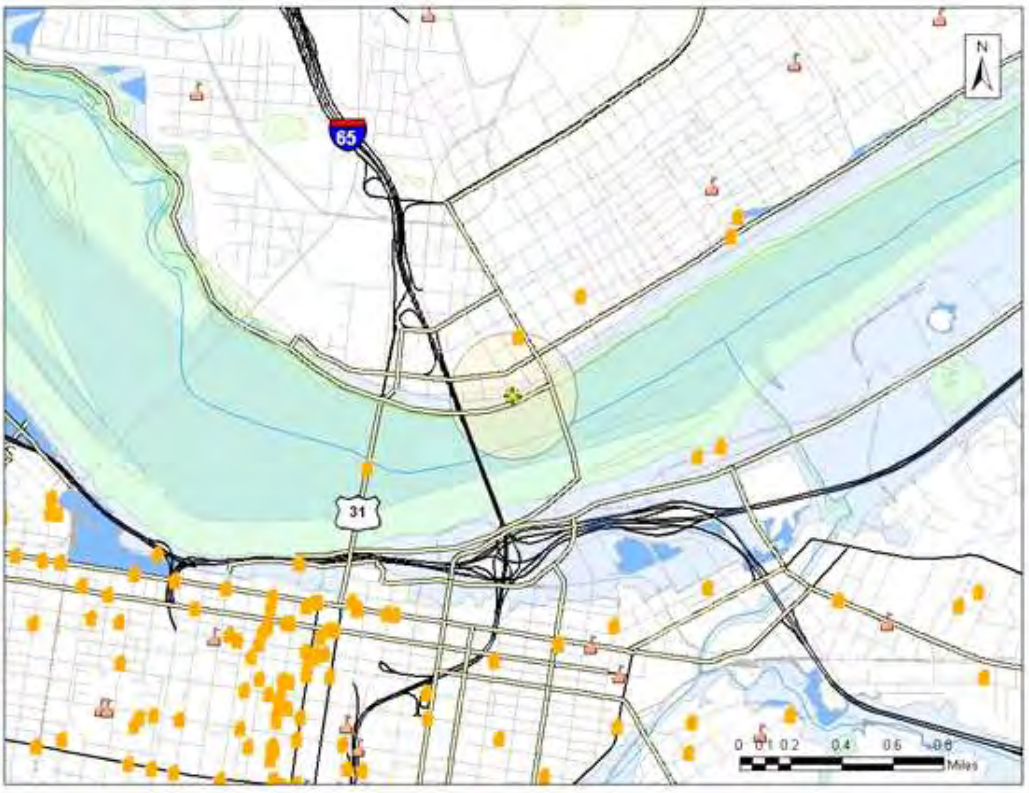
Construction of a ramp at the north end of the Big Four Bridge providing access to the bicycle and pedestrian bridge.

Project Purpose:

Addition of a bicycle and pedestrian bridge crossing the Ohio River and connecting the Ohio River Greenway to Louisville's Waterfront Park and bicycle & pedestrian system.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $11,100,000
Estimated Open to Public Year: 2014
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #: 0710993
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Blackiston Mill Road — KIPDA ID# 488

Project Description:

Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Marlowe Drive.

Project Purpose:

This project will reduce congestion, increase safety, and provide for pedestrian access.

Contact Agency: Clarksville PW
County/Counties: Clark
Project Cost: $5,000,000
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

Blackiston Mill Road — KIPDA ID# 489

Project Description:

Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Marlowe Drive to Charlestown Road.

Project Purpose:

This project will reduce traffic congestion and increase vehicular safety.

Contact Agency: Clarksville PW
County/Counties: Clark, Floyd
Project Cost: $20,000,000
Estimated Open to Public Year: 2030
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Blowing Tree Boulevard — KIPDA ID# 258

Project Description:

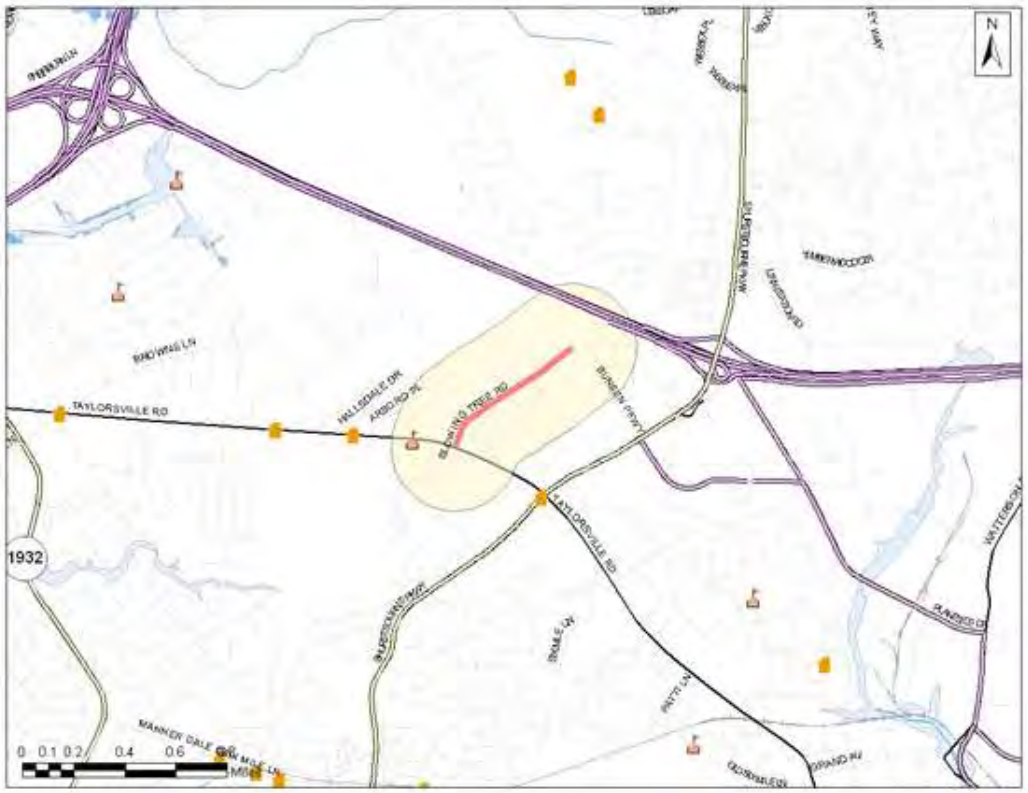
Extend and widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Bunsen Parkway.

Project Purpose:

The Blowing Tree Boulevard Project is intended to mitigate congestion.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,169,859
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II — KIPDA ID# 2084

Bluegrass Parkway/Tucker Station Road

Project Description:

Construct a multi-use bicycle and pedestrian trail along Bluegrass Parkway from Blankenbaker Parkway to Tucker Station Road and along Tucker Station Road from Bluegrass Parkway to Plantside Drive.

Project Purpose:

To increase both bicycle and pedestrian movement throughout the city and improve alternative transportation modes along this arterial roadway connecting neighborhoods and the workplace and enhance recreational opportunities for the citizens.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $258,500
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bluegrass Industrial Park Corridor Bicycle & Pedestrian Trail — KIPDA ID# 1603

Gaslight Recreational & Workplace Trail System

Project Description:

Constuct a trail along Bluegrass Parkway, Tucker Station Road, and Plantside Drive. The Bluegrass and Tucker Station Route will be an asphalt, separated multi-use path, 8-10 feet wide. Plantside Drive will be striped with bike lanes and sidewalks will be installed linking three major roadways: KY 1747 (Hurstbourne Parkway, KY 1819 (Watterson Trail), and KY 913 (Blankenbaker Parkway).

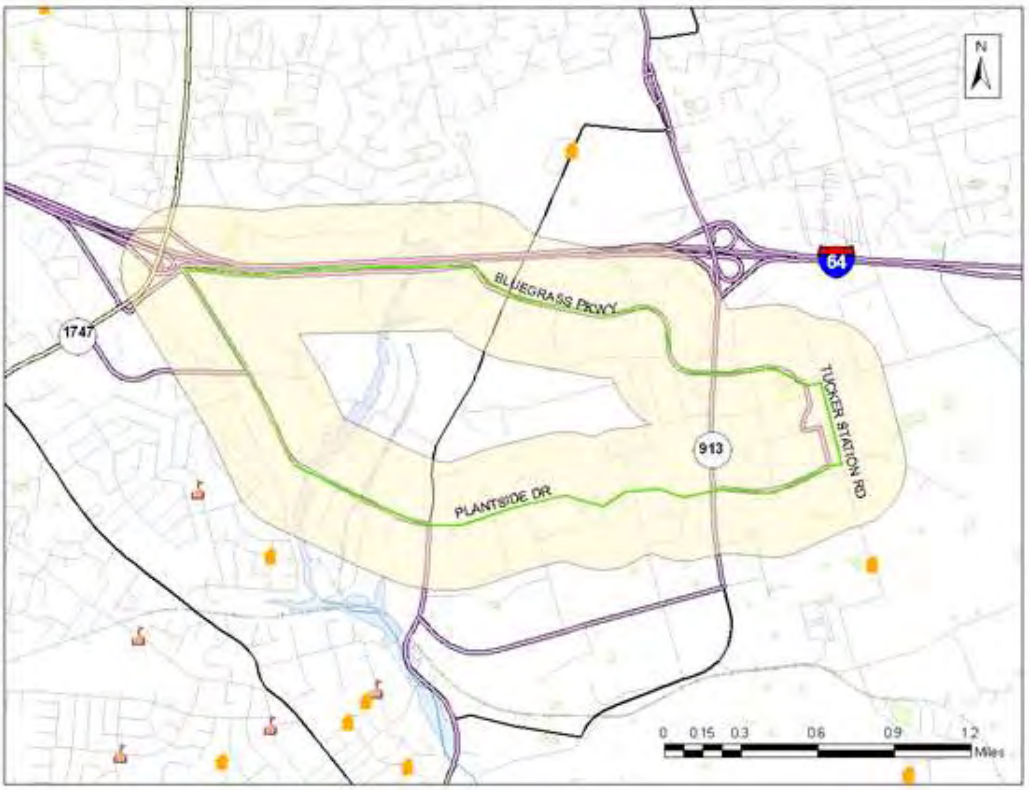
Project Purpose:

To provide a multi-use trail supporting bicycle and pedestrian access from home to work. To make use of alternative modes of transportation where people work and live.

This proposed loop will provide direct access for bicyclists and pedestrians to the over 900 businesses and 39,000 jobs in the planned employment center that is the Bluegrass Industrial Park. This route, when completed, will link the residential neighborhoods and other routes to the industrial park. Phase I of the Gaslight Recreational & Workplace Trail System has been completed and Phase II will be completed in the summer of 2009. These two phases together will provide the necessary link between residential areas to the Industrial Park. The routes will provide internal circulation to the employment center, thereby taking bicyclists & pedestrian directly to the front door of the various businesses in the area.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $656,766
Estimated Open to Public Year: 2014
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include both a shared use path and bicycle lanes
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Bowling Boulevard/Christian Way — KIPDA ID# 260

Project Description:

Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way.

Project Purpose:

The Bowling Boulevard / Christian Way connector will improve system continuity as well as provide additional access, respond to regional growth and development and provide traffic congestion relief for US 60 (Shelbyville Road) and KY 1747 (Hurstbourne Parkway).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $10,236,262
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

Bridge 38 - Baylor-Wissman Road — KIPDA ID# 2029

Project Description:

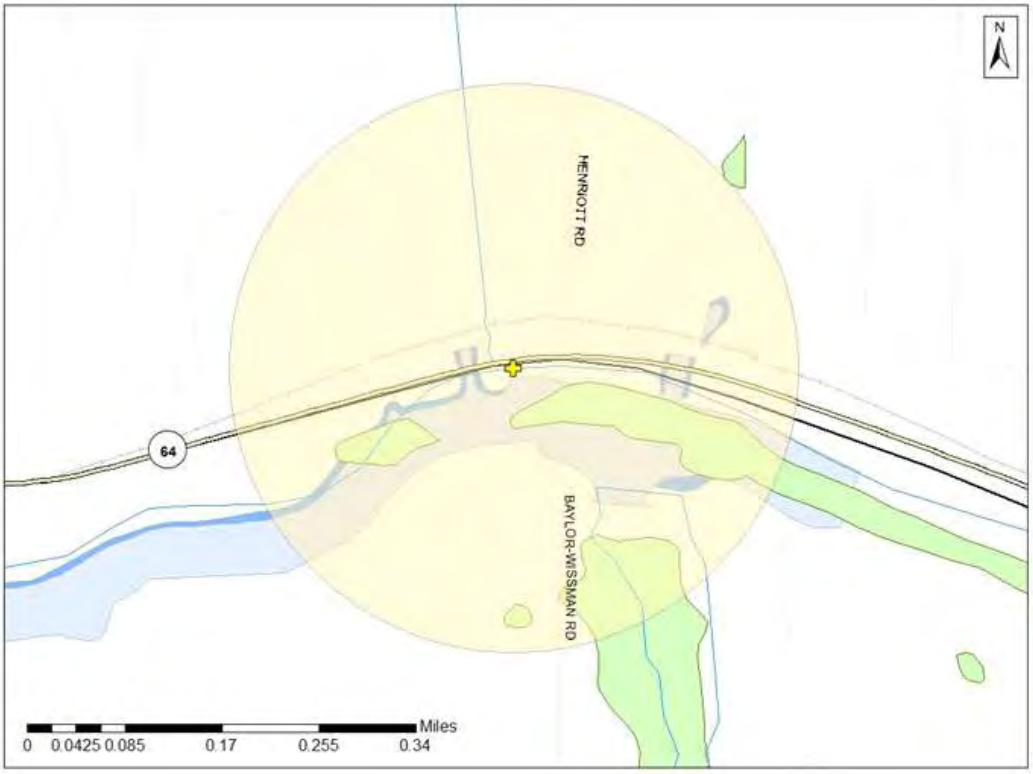
Replacement of Bridge 38 on Baylor-Wissman Road. Project would also re-align road to intersect with new traffic signal at intersection of Henriott Road and State Road 64.

Project Purpose:

Bridge 38 has been listed as needing replacement in the County's Bridge inventory list. Realignment would provide safer traveling conditions.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $4,000,000
Estimated Open to Public Year: 2022
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Bridge 506 - Pamela Drive — KIPDA ID# 2031

Project Description:

Replacement of a 22' bridge on Pamela Drive in New Albany over Falling Run Creek. Bridge has been identified in bridge inspection for replacement.

Project Purpose:

Purpose of the project will be the replacement and reconstruction of Bridge 506 of the Floyd County Bridge Inventory located in the City of New Albany.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $362,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bridge Improvements — KIPDA ID# 1326

Project Description:

Projects include the reconstruction of over 70 small bridges and/or culverts that are currently rated in either poor or very poor condition. The list of projects include the following: South Pope Lick Road, 1.5 M N; South Pope Lick Road, 1.6 M N; Rehl Road, .3 ME; South English Station Road (1900 Blk); Dorsey Lane; Old Harrods Creek Road, .5 M S; Clark Station Road, 1.8 M S; Clark Station Road, 2.7; Old Clark Station Road, .6 M E; Old Clark Station Road, 1.4 M E; Mockingbird Valley Road, .7 M S; Bellewood Road, 1.2 M N; Easum Road (11056); Old Taylorsville Road (5601); Seatonville Road (10206); Seatonville Road; Brentlinger Lane (11600); Fairmount Road; Broadrun Road (9220); Broadrun Road (9403); Evergreen Road at Nutwood; Wibble Hill Road; Chenoweth Run Road (3907); Old Taylorsville Road (17115); Holsclaw Hill Road (10803); Bearcamp Road (10614); Bearcamp Road (10803); Echo Trail (7426); Rehl Road; Bellewood Road, .9 M N; Rehl Road, .5 M E; E Rehl Ct.; Poplar Lane, .3 M S; Long Run Road; North Beckley Station Road; Clark Station Road, .5 M S; Old Clark Station Road, 3 M E; Dorsey Lane, 8 M S; Urton Lane; Chenoweth Run Road (6303); Chenoweth Run Road (6020); Chenoweth Run Road (5912); Chenoweth Run Road (5813); Chenoweth Run Road (5809); Chenoweth Run Road (4701); Chenoweth Run Road (4201); Old Taylorsville Road (16950); Holsclaw Hill Road (11307); Holsclaw Hill Road (11801); Jefferson Hill Road; Penile Road (1113); Penile Road (1810); Penile Road (2105); Blevins Gap Road (2700); Blevins Gap Road (3907); Blevins Gap Road (4021); Blevins Gap Road (4410); Bearcamp Road (10911); Bearcamp Road (11200); Bearcamp Road (11417); Seatonville Road (9507); Brentlinger Lane (10102); Brentlinger Lane (10000); Broad Run Road (9200); Broad Run Road (9220); Broad Run Road (9905); Old Heady Road (16071); Old Heady Road (7106); Indian Trail (5209); Vaughn Mill Road (7206); Briscoe Lane (5902); Cedar Creek Road (7709); Cedar Creek Road (8120); Cooper Chapel Road (5613); and Briscoe Lane.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $9,127,698
Estimated Open to Public Year: 2025
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Briscoe Lane — KIPDA ID# 263

Project Description:

Reconstruct Briscoe Lane as a 2 lane road (no additional lanes) from Vaughn Mill Road to Smyrna Parkway.

Project Purpose:

The existing Briscoe Lane is a narrow two lane road with no shoulders and tight curves. The road will be reconstructed as a two lane rural collector.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,216,653
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Broadway & 18th Street — KIPDA ID# 1192

Project Description:

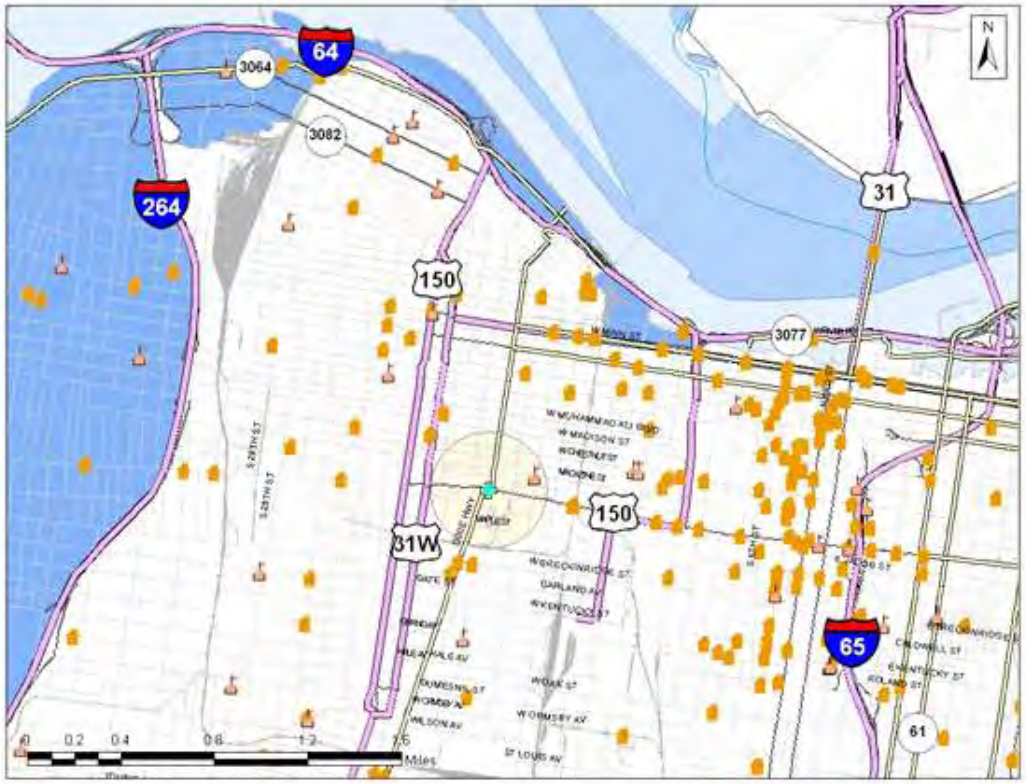
Align intersection of Broadway and 18th Street by moving the south leg of 18th Street to the east.

Project Purpose:

Improve operation of signal by eliminating offset intersection.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $988,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 3 2003
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00413.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Brook Street — KIPDA ID# 264

Project Description:

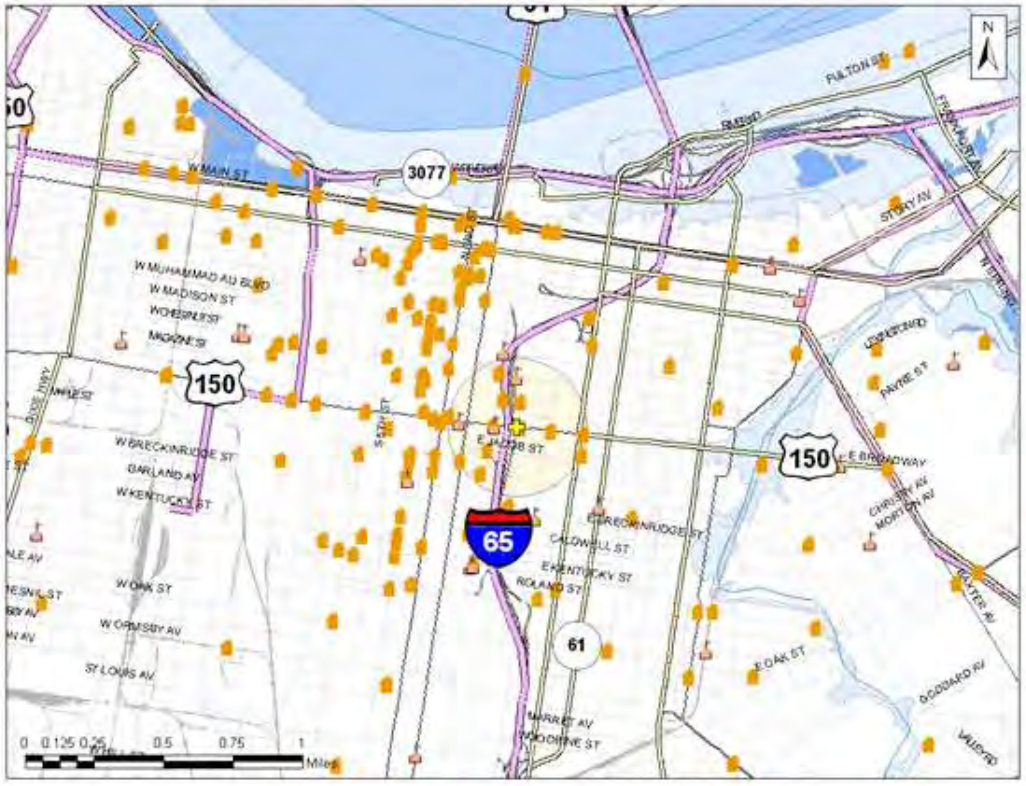
Ramp improvements at the Brook Street/Broadway exit from I-65.

Project Purpose:

The Brook Street intersection and ramp improvements will improve access to the local medical center.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,895,050
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



Brown Station Way Pedestrian Bridge Rehabilitation — KIPDA ID# 1869

Project Description:

Rehabilitation of existing pedestrian bridge over Brown Station Way.

Project Purpose:

To extend the useful life of this structure and to eliminate potential hazards to pedestrians and vehicles crossing underneath.

Contact Agency: Clarksville PW
County/Counties: Clark
Project Cost: $600,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 1173358
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Buckner Connector — KIPDA ID# 1808

Project Description:

Construct new connection from Old LaGrange Road to KY 393 Project length is 0.8 miles.

Project Purpose:

To provide a connection from Old LaGrange Road to KY 393 allowing better access to I-71.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $1,439,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☑
Title VI Area: ☐

Buechel Bank Road — KIPDA ID# 381

Project Description:

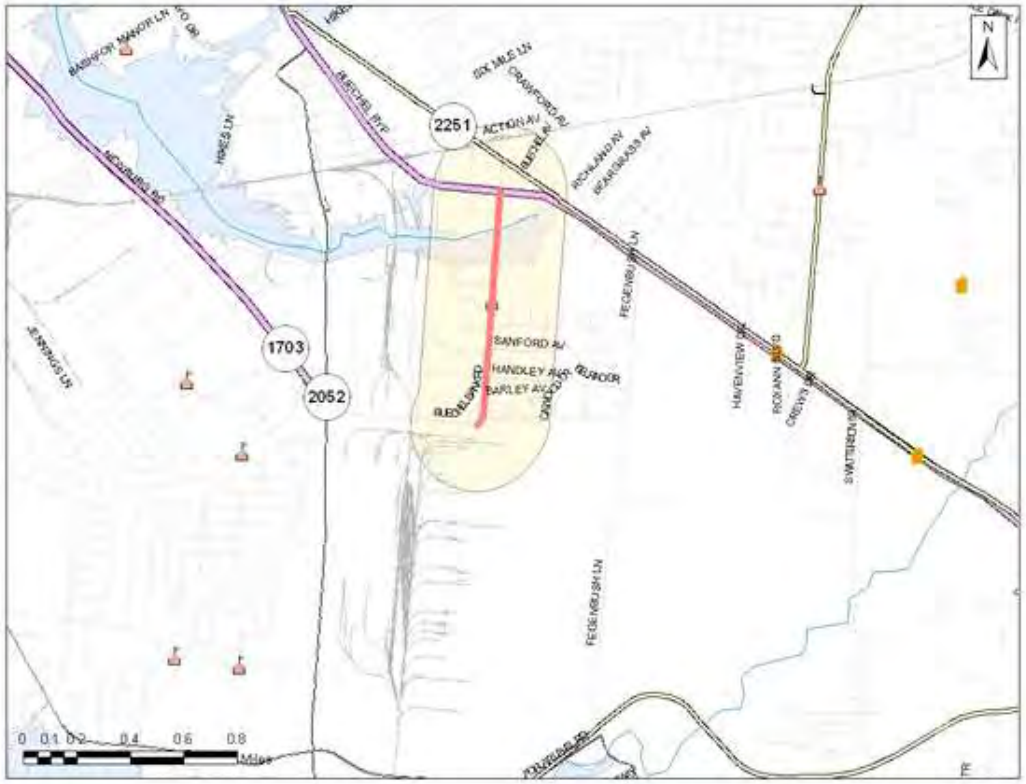
Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $6,850,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 5 2000
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08001.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Bullitt Commuter Express — KIPDA ID# 1980

Regional Express Commuter Service (RECS)

Project Description:

Creation of a transit link between TARC routes 6, 18 and 50 and businesses located in various business parks in Bullitt County.

Project Purpose:

This project will improve access and expand transit service to employment opportunities located in non-urban portions of the Louisville region currently only accessible by car. In addition, the project hopes to accommodate non-traditional work schedules.

Contact Agency: Miller Transportation
County/Counties: Bullitt
Project Cost: $138,400
Estimated Open to Public Year:
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Bunsen Boulevard/Christian Way — KIPDA ID# 265

Project Description:

Construct Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.

Project Purpose:

From Bunsen Parkway, drivers would have easy access to KY 1747, KY 155 (Taylorsville Road) and I-64. This alternative would also provide relief to the I-64 and KY 1747 interchange.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $16,224,000
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00119.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

Bus Shelters and Accommodations — KIPDA ID# 2127

New Freedom Program

Project Description:

Installation of new bus shelters and construction of curb cuts and physical improvements which shall include markings of identified bus stops.

Project Purpose:

The purpose of this project is to improve access to public transportation through the addition of new bus shelters, modification to the physical environment and the use of informational/promotional materials.

Contact Agency: Bullitt Co.
County/Counties: Bullitt
Project Cost: $101,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Bus Stop Improvements — KIPDA ID# 1500

Transportation Amenities and Access Improvements

Project Description:

Improvements of the existing public transit bus stops and their surroundings, including pedestrian facilities.

Project Purpose:

Improvements to and beautification of major bus stops and the surrounding areas including construction or reconstruction of sidewalks and boarding areas to improve access, as well as bus shelters, benches, trash receptacles, public phones, and ITS amenities.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $2,232,500
Estimated Open to Public Year:
Introduced to the Plan: 1 2007
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Cannot be mapped.

Cardinal Boulevard Extension — KIPDA ID# 1945

Project Description:

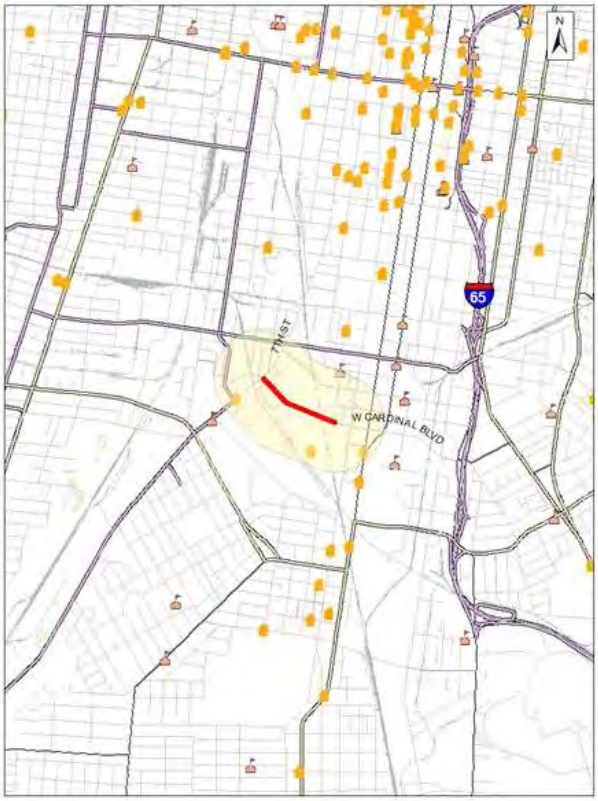
Extend Cardinal Boulevard to the west of 4th Street, across the railroad tracks at-grade to connect to Davies Avenue and 7th Street.

Project Purpose:

Stronger linkages between the University of Louisville and the Industrial Corridor will benefit both the residents of the new University Housing west of the railroad and help support retail/commercial development along the Cardinal Boulevard corridor.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $3,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bike lanes and other amenities
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



Catalpa Street — KIPDA ID# 1384

Project Description:

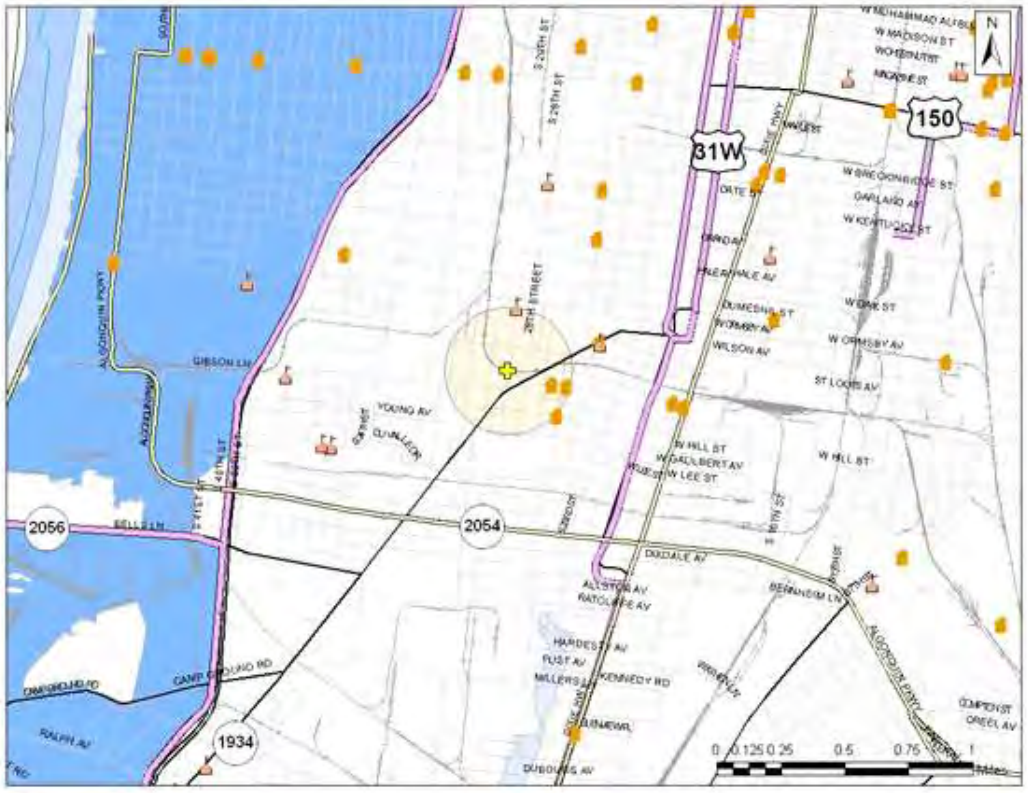
Install auto gates at Norfolk Southern Railroad crossing.

Project Purpose:

Improve safety at railroad crossing.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $205,310
Estimated Open to Public Year: 2021
Introduced to the Plan: 4 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Cedar Creek Road Connector — KIPDA ID# 268

Project Description:

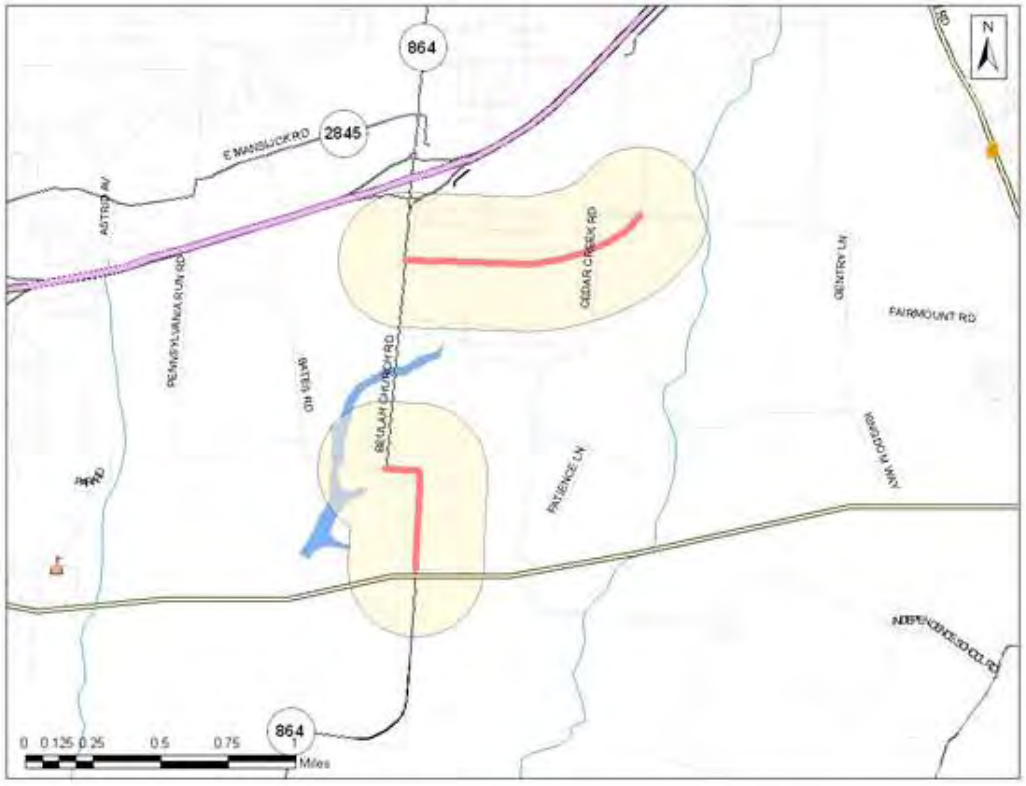
Extend Cedar Creek Road connector as a 2 lane road from south and west of Johnson School Road to KY 864 (Beulah Church Road).

Project Purpose:

The Cedar Creek Connector will create a shorter connection between US 31E (Bardstown Road) and KY 864.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $3,947,795
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



Charlestown Inner City Multi-Modal Facility — KIPDA ID# 1118

Project Description:

Construction of a multi-modal facility for pedestrians and bicyclists. Phase 1 runs along IN 3 from Water Street to Park Street; Park Street from SR 3 to Monroe Street; Monroe Street from Park Street to SR 3; and SR 3 from Monroe Street to the hospital at the north end of the city.

Project Purpose:

To enhance and encourage alternative modes of transportation by connecting residents to various community facilities.

Contact Agency: Charlestown
County/Counties: Clark
Project Cost: $1,000,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 0200985
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Charlestown Inner City Multi-Modal Facility — KIPDA ID# 1160

Project Description:

Construction of a multi-modal facility in Charlestown for pedestrians and bicyclists. Phase 2 includes Monroe Street from IN 3 to IN 62, Park Street from Monroe Street to IN 3, and High Street from IN 3 to the Middle School.

Project Purpose:

The purpose of this project is to provide an alternative means of transportation to the residents of Charlestown. The trail will be designed to accommodate both pedestrian and bicycle traffic, and will connect Greenway Park, the industrial park, and Charlestown Middle School. The facility will decrease vehicular traffic by providing residents with an alternative to driving to work, school, and to many businesses within the city.

Contact Agency: Charlestown
County/Counties: Clark
Project Cost: $1,040,000
Estimated Open to Public Year: 2025
Introduced to the Plan: 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 0300018
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Charlestown Road Corridor Complete Streets — KIPDA ID# 2128

Project Description:

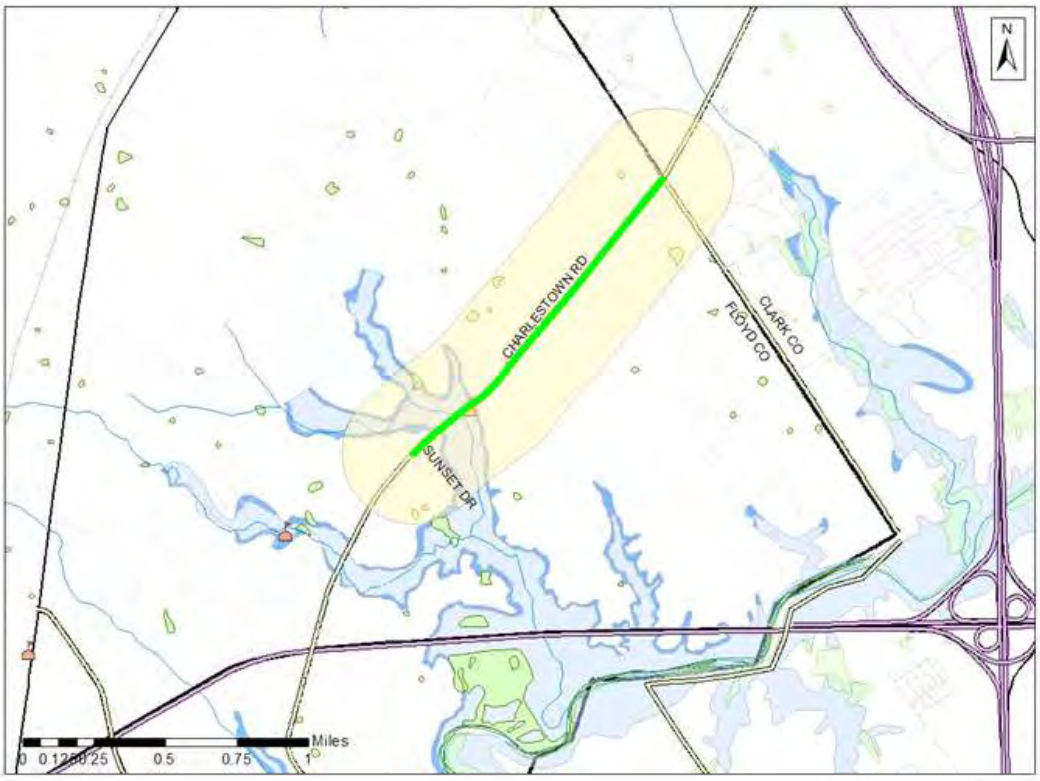
Construction of sidewalks along Charlestown Road from Sunset Drive to County Line Road.

Project Purpose:

Improve pedestrian access and safety in the corridor.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $625,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks

State ID #: 1400550
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Charlestown-Memphis Road — KIPDA ID# 512

Project Description:

Reconstruct Charlestown-Memphis Road as a 2 lane (no additional lanes) road from US 31 to IN 160.

Project Purpose:

Road reconstruction including realignment of vertical and horizontal curves providing turn lanes to increase safety.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $7,081,489
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Clark County Bridge Inspection — KIPDA ID# 496

Project Description:

Bridge inspection of all bridges under Clark County jurisdiction.

Project Purpose:

County-wide bridge inspection for structure safety, maintenance and replacement.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $750,000
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 1382106
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Comprehensive Campus Improvements for Pedestrians & Bicyclists, Phase II — KIPDA ID# 1111

Project Description:

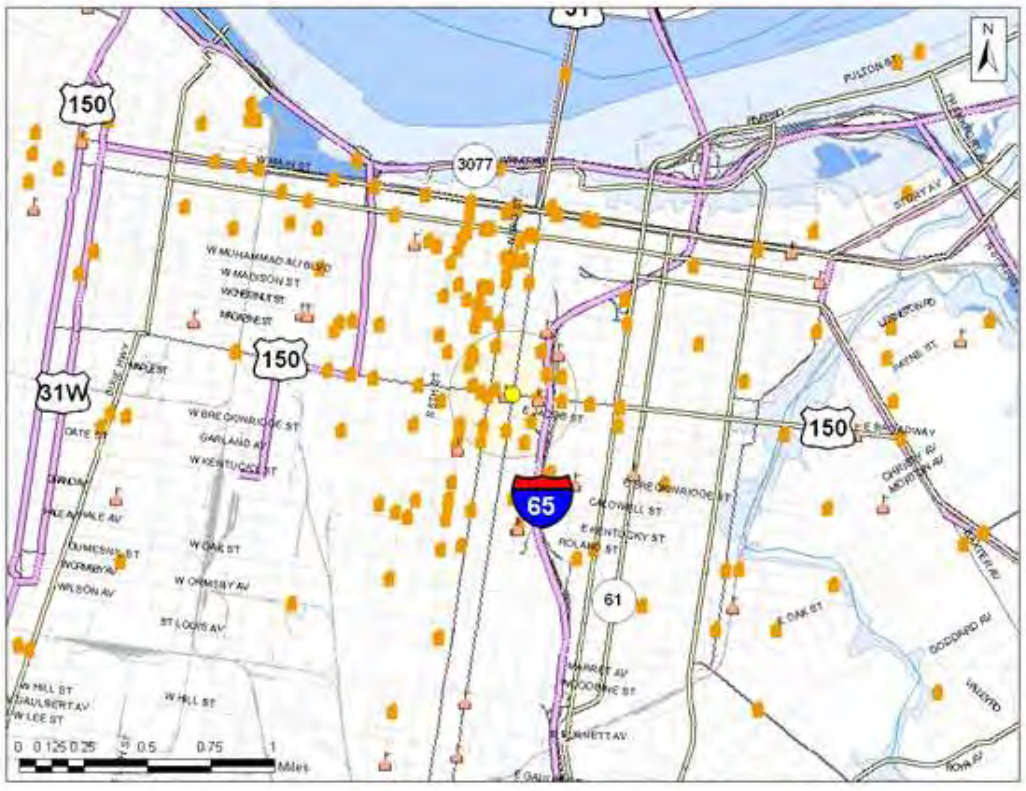
Establish secure and sufficient bicycle parking; improve the aesthetics and livability of the campus; install adequate lighting and safety devices; safer street crossings at 1st and 2nd Streets, Gray Street, Broadway and Chestnut; develop pathways; restore landscaping.

Project Purpose:

To create a unique campus environment that embraces and enhances the metropolitan community surrounding the downtown community campus that will provide improved access and safety for pedestrians bicyclists disabled persons and young children

Contact Agency: JCTC
County/Counties: Jefferson
Project Cost: $350,958
Estimated Open to Public Year: 2016
Introduced to the Plan: 2000
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Cooper Chapel Road Phase 1 — KIPDA ID# 222

Project Description:

Phase 1: Reconstruct Cooper Chapel Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 61 to Smyrna Parkway. Project length is 1.8 miles.

Project Purpose:

The area south of I-265 (Gene Snyder Freeway) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The project will add shoulders where there are none and improve existing poor geometrics to this rapidly growing residential area south of I-265. The project will also improve traffic flow through major intersections. When coupled with the proposed Fairmount Road extension (KIPDA ID #282 and 283) the project will provide a continuous route parallel to the I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $13,125,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00403.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cooper Chapel Road Phase 2 — KIPDA ID# 271

Project Description:

Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864.

Project Purpose:

The area south of I-265 (Gene Snyder Freeway) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area.

The project will add shoulders where there are none and improve existing poor geometrics to this rapidly growing residential area south of I-265. The project will also improve traffic flow through major intersections.

When coupled with the proposed Fairmount Road extension (KIPDA ID #282 and 283), the project will provide a continuous route parallel to I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $8,005,161
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cooper Chapel Road Phase 3 — KIPDA ID# 223

Project Description:

Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.

Project Purpose:

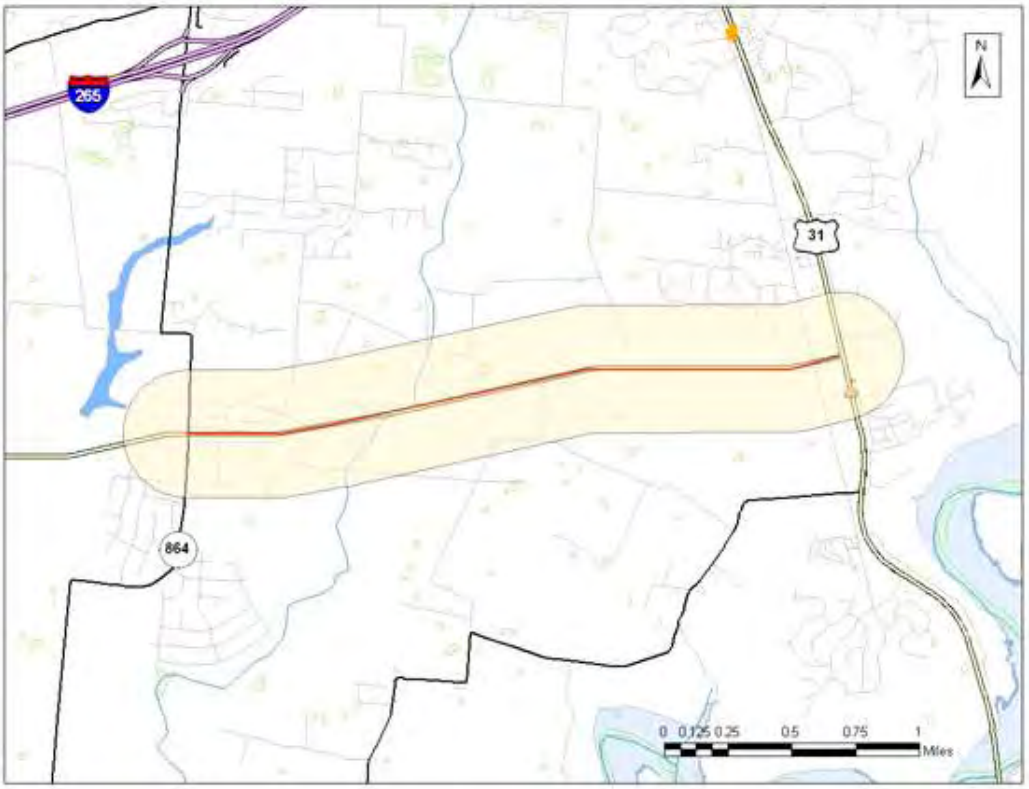
The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area.

The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E.

The roadway construction will provide access to an area that recently received sanitary sewers and city water service.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $30,699,792
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include both a shared use path and bicycle lanes
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #: 00404.01
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Corydon Ridge Road Intersection Improvement — KIPDA ID# 1870

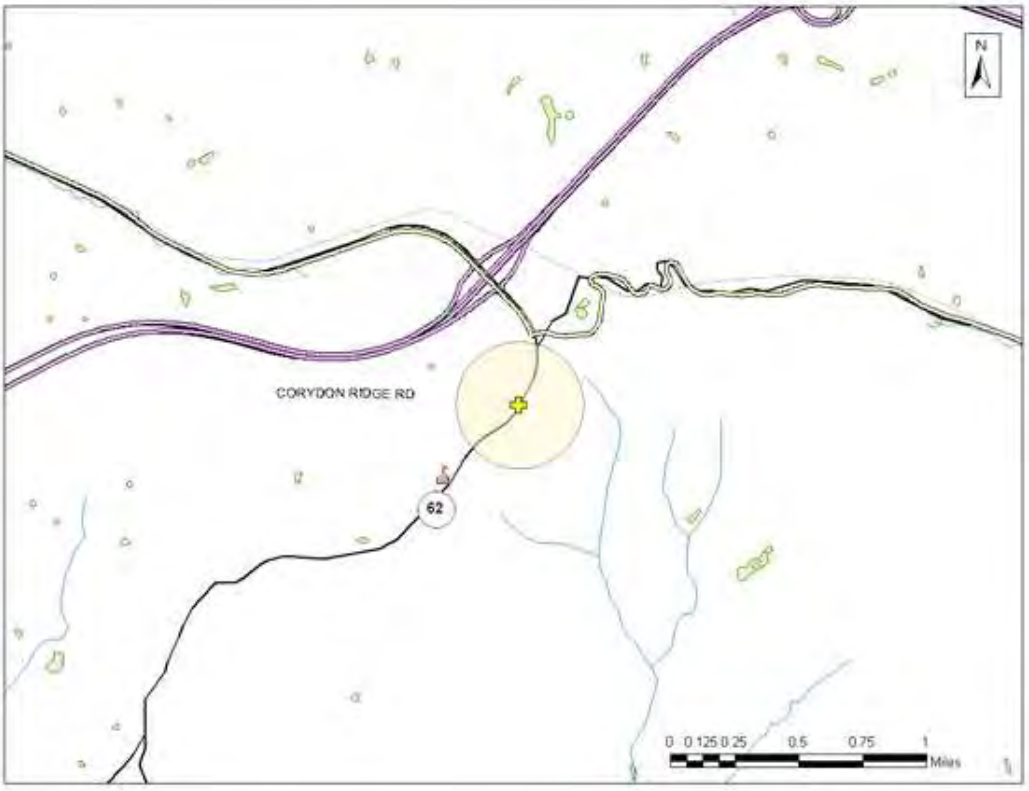
Project Description:

Turning lane improvements for intersection SR 62 and Crydon Ridge Road.

Project Purpose:

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $425,828
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



CR 12 — KIPDA ID# 542

Old Vincennes Road

Project Description:

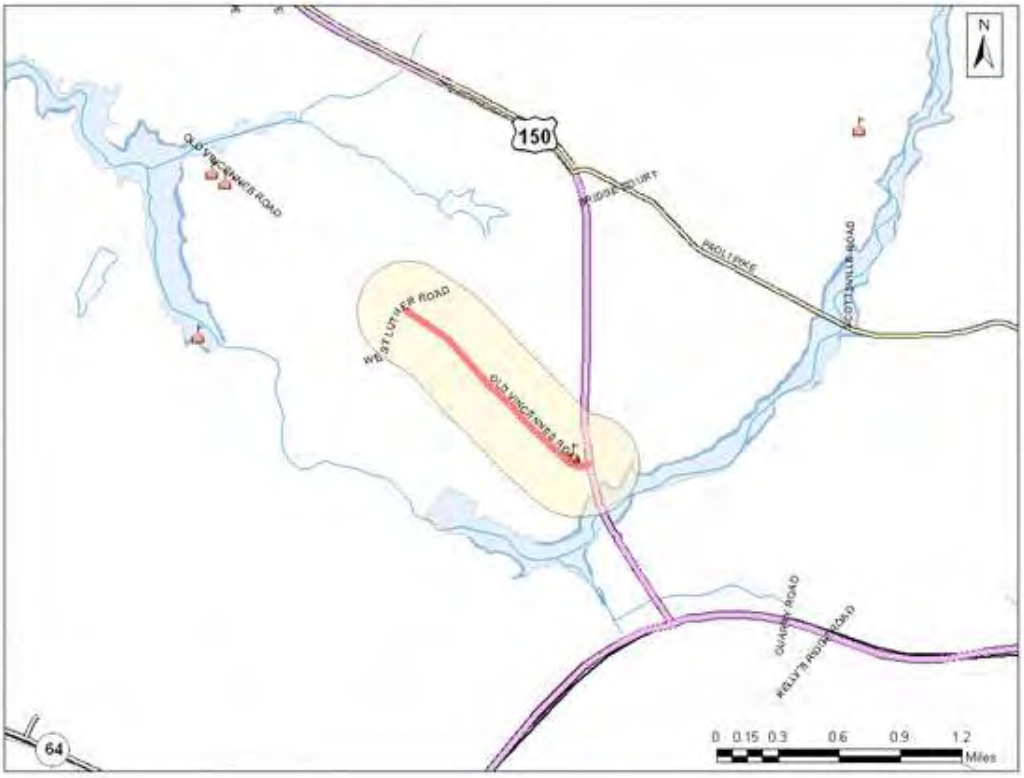
Phase 3: Pavement rehabilitation on CR 12 (Old Vincennes Road) from Luther Road to US 150.

Project Purpose:

This project will provide traffic congestion relief at busy intersection of IN 150 and improve safety.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $2,220,366
Estimated Open to Public Year: 2020
Introduced to the Plan: 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



CR 12 — KIPDA ID# 550

Old Vincennes Road

Project Description:

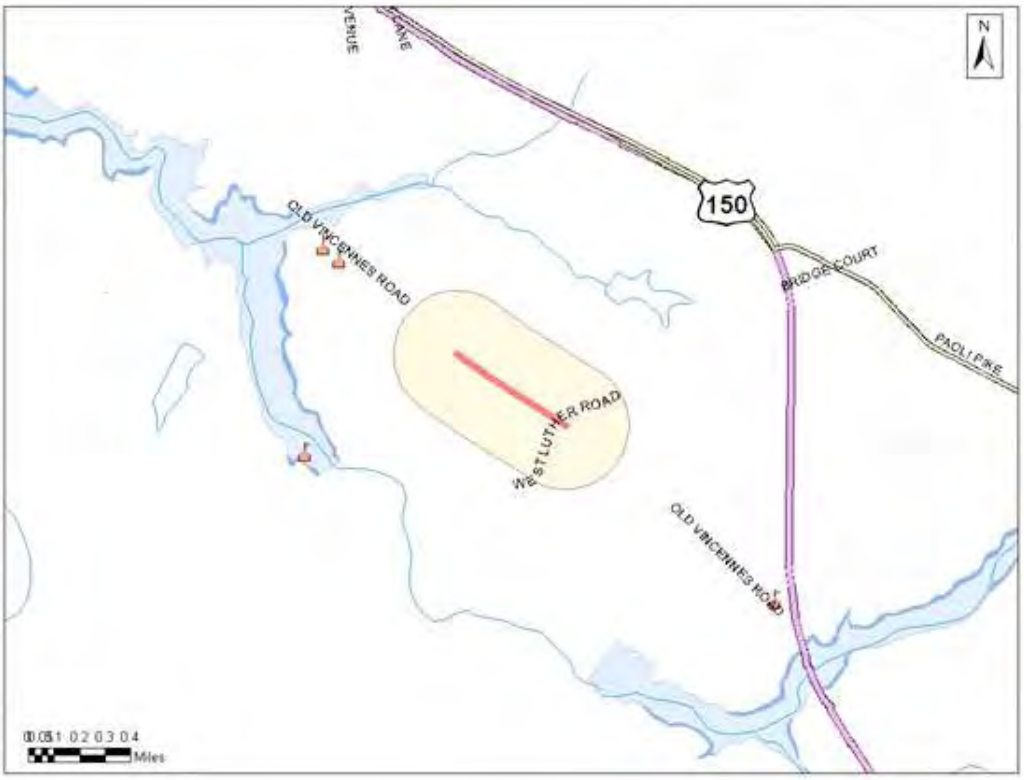
Phase 2: Reconstruct CR 12 (Old Vincennes Road) as a 2 lane road (no additional lanes) from 0.6 miles southeast of Edwardsville-Galena Road (CR 17) to Luther Road, 0.90 miles.

Project Purpose:

This project will improve roadway and improve roadway safety.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $5,143,750
Estimated Open to Public Year: 2015
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 0200786
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



CR 55 — KIPDA ID# 527

Highwater Road

Project Description:

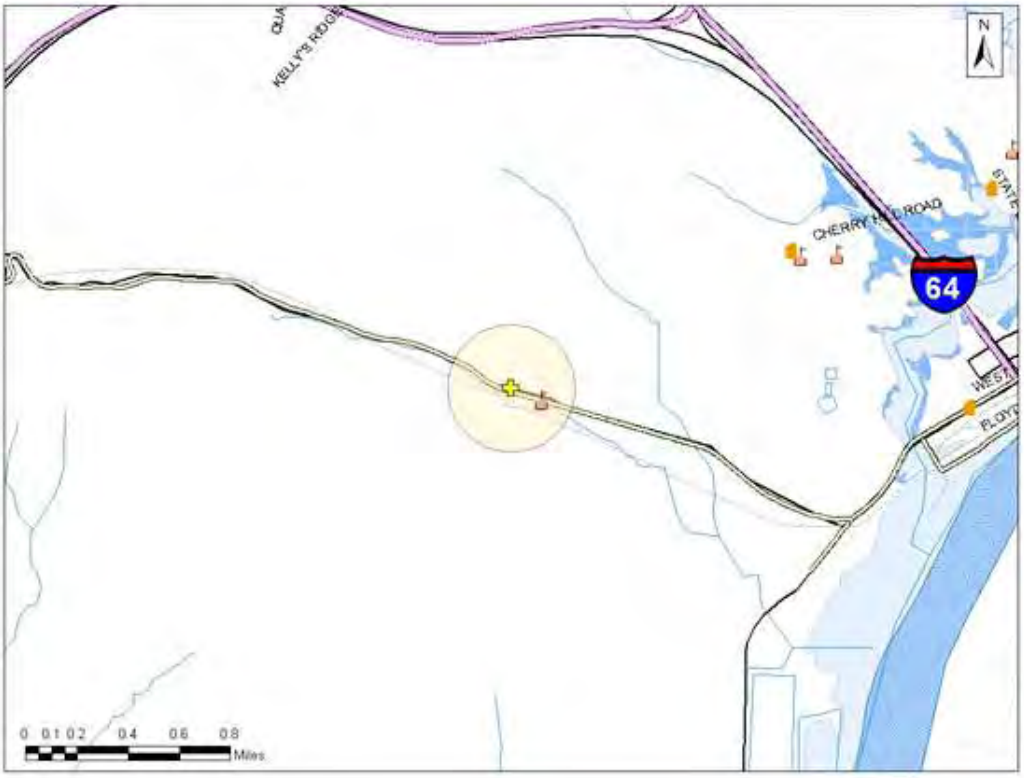
Install flasher and upgrade Southern Railroad crossing on CR 55 (Highwater Road) south of Corydon Pike.

Project Purpose:

This project will improve traffic safety.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $102,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Crittenden Drive — KIPDA ID# 1801

Project Description:

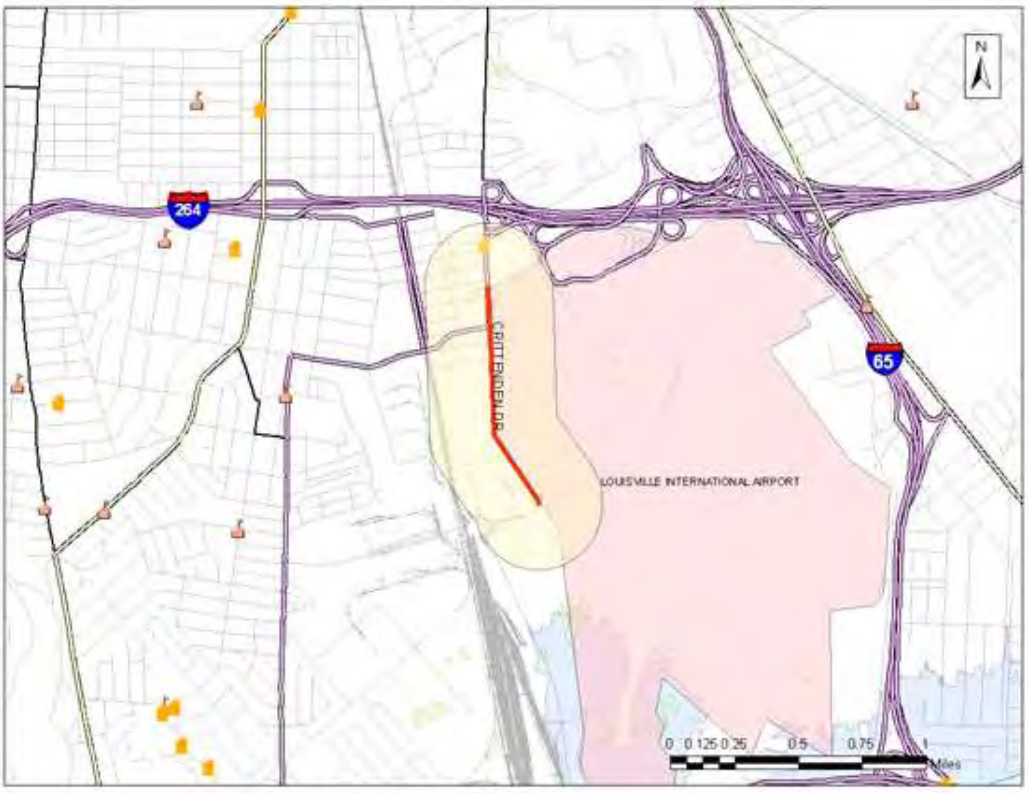
Relocate Crittenden Drive at the Louisville Regional Airport Authority to allow for construction of a taxiway to accommodate Group 6 Aircraft. SYP Project ID 5-8414.01 and 8704.00.

Project Purpose:

Movement of freight and economic development.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $40,000,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08414.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



Cross-River Public Transit Between Louisville & Southern Indiana — KIPDA ID# 1912

Project Description:

Explore options for public transportation between Louisville and Southern Indiana and develop plans for public transit services in conjunction with the Ohio River Bridges Project.

Project Purpose:

Cross-river public transit services will improve mobility providing enhanced public transportation between Louisville and Southern Indiana, manage traffic congestion on the existing and new bridges, and provide convenient and affordable travel options for residents on both sides of the Ohio River during Bridges Project construction phase and later as a permanent transportation solution. Designated Park and TARC locations on both sides of the River could become an economic development opportunity for local communities and in a long term could become transit oriented developments with a mixture of commercial and residential uses. Public transportation solutions will provide easy and affordable travel options for employees and frequent travelers in both communities.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Cannot be mapped.

Dixie Corridor Commuter Rail — KIPDA ID# 1913

Project Description:

Preliminary Assessment of P&L Railroad right-of-way as future mass transit/commuter rail solution between Louisville, Fort Knox and Elizabethtown.

Project Purpose:

Conduct preliminary study and explore funding options for implementing commuter rail transit using the existing P&L railroad that connects Louisville, Fort Knox and Elizabethtown. The study shall include public participation, preliminary design concept, basic analysis for stations development, potential funding options and community outreach. Previous research and traffic analysis available for Dixie Hwy Corridor shall be used as a basis for the project and shall be updated with the new data.

Benefits of the project: alternate transportation option/mobility improvement, traffic congestion management (traffic flow improvements and air quality), regional economic development opportunities such as TOD (Transit Oriented Development), affordable housing centers and job creation.

Contact Agency: TARC
County/Counties: Bullitt, Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Dixie Highway Corridor - Phase I — KIPDA ID# 1910

Project Description:

Dixie Highway – Bus Rapid Transit (BRT-Light) Corridor Transportation Plan from Downtown to Jefferson County Line (future expansion to the south to be determined based on the community needs). Approximate length 22 miles.

Project Purpose:

Develop plans and explore funding options for implementing BRT-Light along Dixie Hwy. Build upon high capacity corridors project and develop design concept for BRT-Light. The project shall include public participation, preliminary engineering, community outreach, promotion and marketing, and project evaluation and monitoring. Previous research and studies available for this corridor shall be used as a basis for the project and shall be updated with the new data.

The Plan should make short and long-term recommendations for improvements in the corridor including transit and passenger facilities (most recent IT system), access management, connections to neighborhood bus circulators, transit stations, parking consideration, pedestrian and bicycle connections, safety improvements and streetscape concept. The study should propose potential funding options, develop implementation plan in phases, and identify responsible agencies and sponsors to ensure completion of the project. The improvements shall be accommodated within the existing right-of-way with minor exception.

Benefits of the project: alternative transportation option, traffic congestion management (traffic flow improvements and air quality), access management, safety improvements for all users, strong regional and local commercial corridor enhancement, economic development opportunities.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $250,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑
Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Cannot be mapped.

Dutchmans Lane @ Breckinridge Lane Intersection Improvements — KIPDA ID# 1915

Project Description:

Lane additions to Breckenridge Lane south of Dutchmans Lane; Dutchmans Parkway west of Breckenridge Lane; Dutchmans Lane east of Breckinridge Lane; and I-264 ramp widening from southbound Breckenridge Lane to I-264 W. Entrance modifications to east side of Breckenridge Lane north of Dutchmans Lane; and north side of Dutchmans Lane east of Breckenridge Lane.

Project Purpose:

Mitigate congestion and improve access for pedestrians.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,500,000
Estimated Open to Public Year: 2022
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

East Pages Lane — KIPDA ID# 274

Project Description:

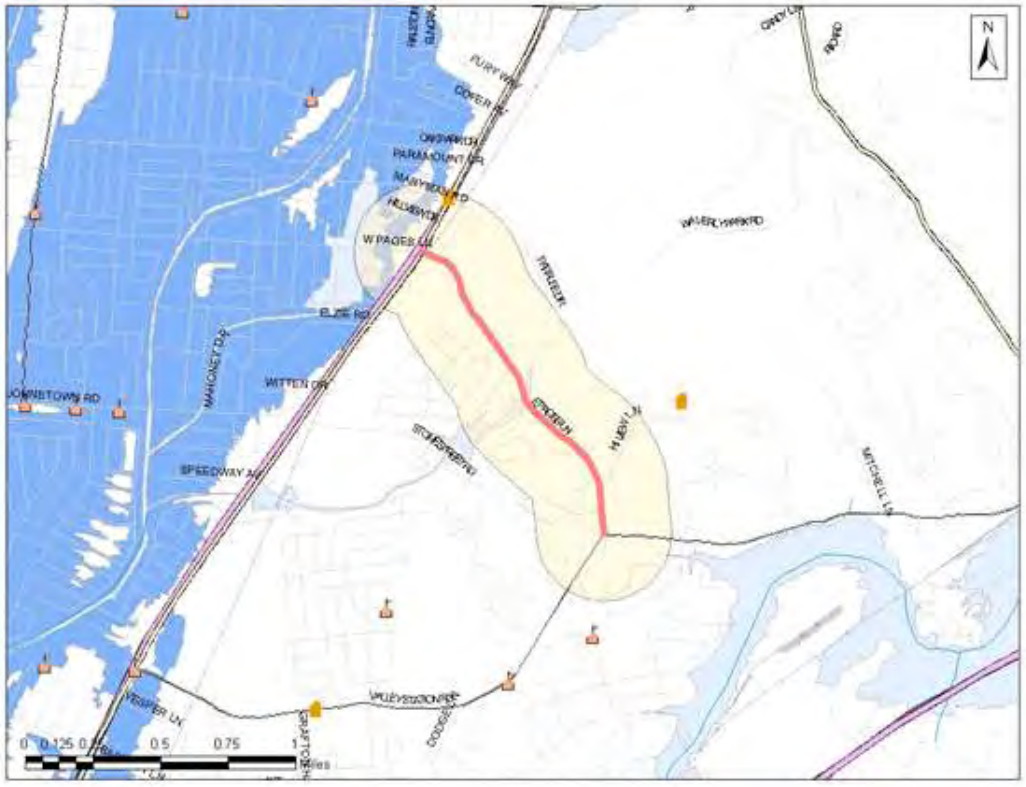
Reconstruct East Pages Lane as a 2 lane (no additional lanes) road with several improvements to intersections from US 31W (Dixie Highway) to KY 907 (3rd Street Road).

Project Purpose:

East Pages Lane is a narrow 2 lane roadway with inadequate shoulders and poor geometrics. It connects US 31W to KY 907(Third Street Rd) at KY 907(Valley Station Road).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $7,895,591
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Edwardsville-Galena Road — KIPDA ID# 2013

Project Description:

Extension of Edwardsville-Galena Road to connect to Tunnel Hill Road, N. Luther Road and W. Knable Road.

Project Purpose:

Floyd County completed a Master Plan which indicated this area as a potential economic growth corridor.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $1,395,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Ellingsworth Lane — KIPDA ID# 276

Project Description:

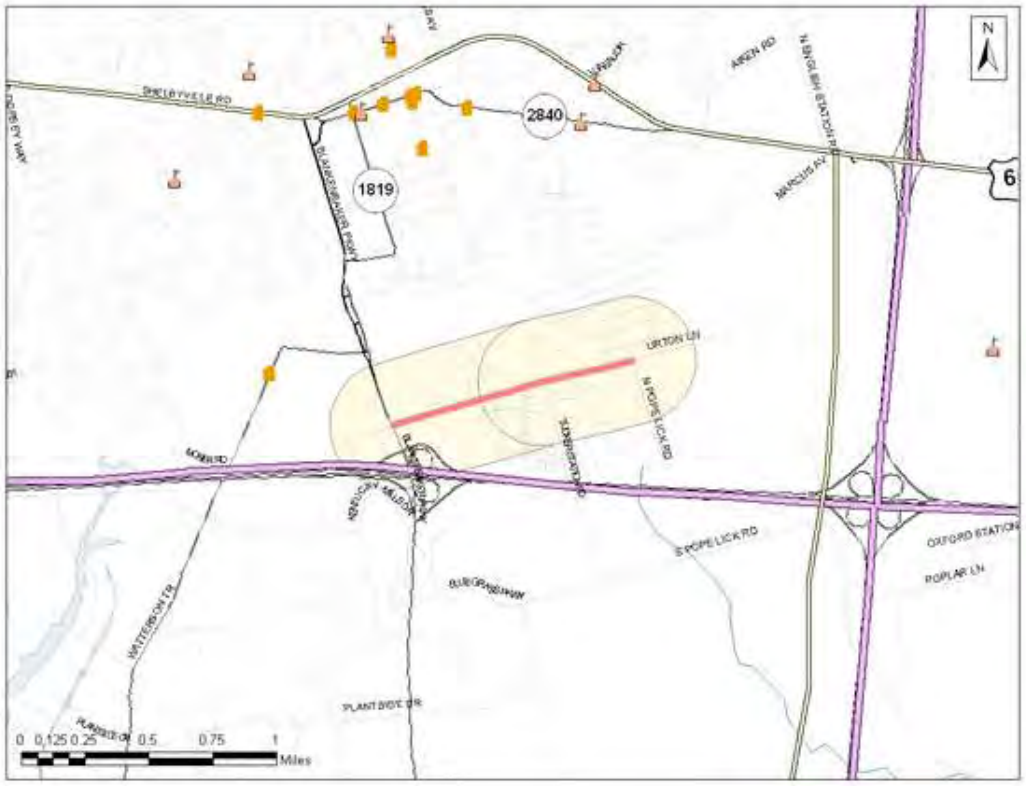
Extend and widen Ellingsworth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 913 (Blankenbaker Parkway) to Urton Lane.

Project Purpose:

Ellingsworth Lane connects KY 913 and Tucker Station Road through heavy, residential development. With the proposed reconstruction of Urton Lane (KIPDA # 474) and Tucker Station (KIPDA # 472) Roads, an extension of Ellingsworth Lane would connect Urton Lane, Tucker Station Road and KY 913. This would allow the Urton Lane extension to the south to utilize the existing crossing at I-64 on Tucker Station Road.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,123,303
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



Emery Crossing Road — KIPDA ID# 525

Project Description:

Reconstruct Emery Crossing Road as a 2 lane (no additional lanes) road from Harrison Avenue to Browns Station Way.

Project Purpose:

Contact Agency: Clarksville PW
County/Counties: Clark
Project Cost: $1,924,318
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

English Station Road — KIPDA ID# 188

Project Description:

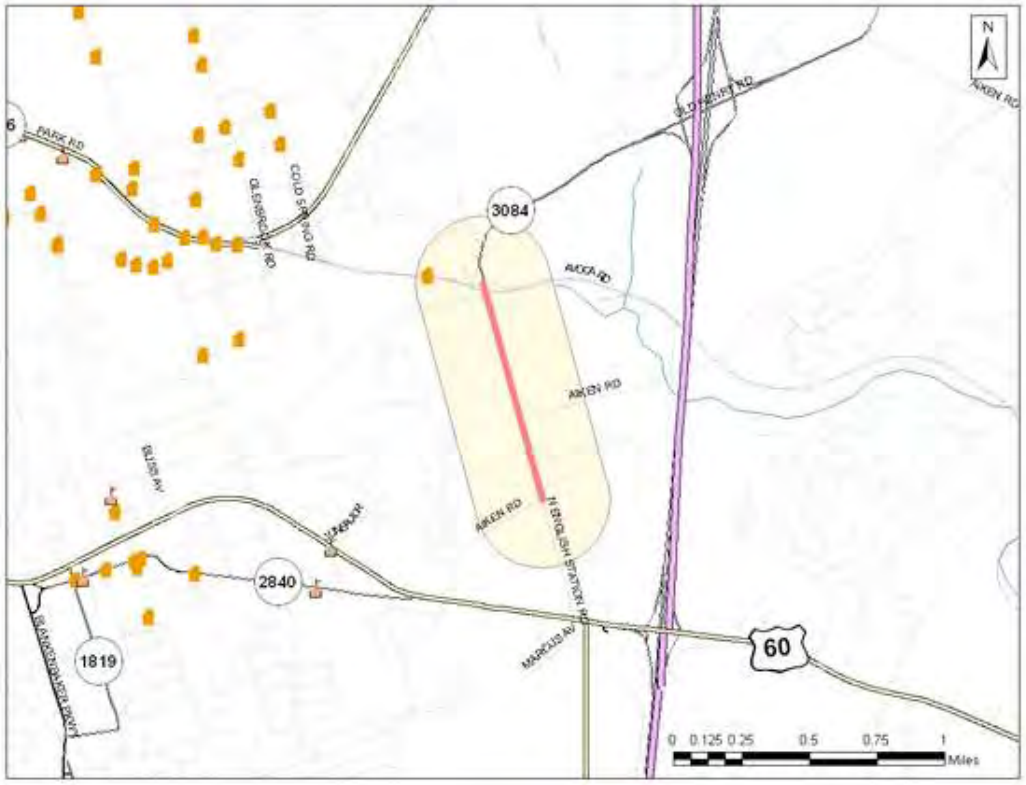
Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. Project length is 0.85 miles.

Project Purpose:

This is both a safety improvement and traffic congestion relief project. Congestion is anticipated from the Old Henry Interchange and this last section of unimproved English Station Road would be a bottleneck for the corridor from US 60 (Shelbyville Road) to I-265 (Gene Snyder Freeway) at Old Henry Road.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $6,309,676
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00353.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



English Station Road — KIPDA ID# 277

Project Description:

Reconstruct English Station Road as a 2 lane (no additional lanes) road from Poplar Lane to Christian Academy.

Project Purpose:

This project will facilitate access to Christian Academy, reduce traffic congestion and improve safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,973,898
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Enterprise Drive — KIPDA ID# 279

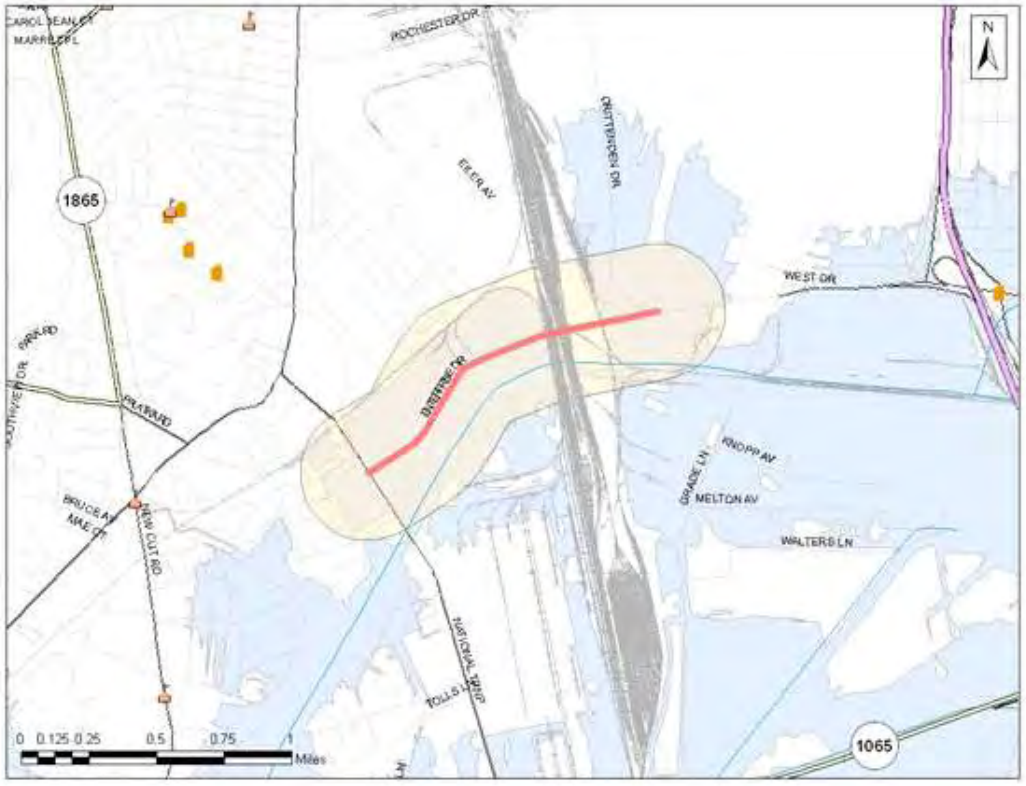
Project Description:

Extend Enterprise Drive as a 4 lane road from KY 1020 (National Turnpike) to KY 1631 (Fern Valley Road).

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $56,036,127
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



Fairground Road — KIPDA ID# 281

Project Description:

Reconstruct Fairground Road as a 2 lane road (no additional lanes) from US 31E (Bardstown Road) to KY 1819 (Billtown Road), including left-turn lanes at US 31E, Billtown Road and possibly other intersections and consideration of radius improvements at three 90-degree curves.

Project Purpose:

Fairground Road is a collector serving a residentially developed area. Although the length of Fairground Road is only two miles, it has significant number of local street intersections. Three of these have abnormally high volumes of traffic and actually serve as through routes. Fairground Road is in the top twenty of the highest thoroughfare accident rates of Jefferson County routes.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $9,606,193
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Fairmount Road — KIPDA ID# 283

Project Description:

Upgrade Fairmount Road as a 2 lane road (no additional lanes) from US 31E (Bardstown Road) to Broad Run Road.

Project Purpose:

This project would upgrade the east portion of Fairmount Road that connects US 31E east to Broad Run Road.

This project, with KIPDA # 282, would upgrade the whole of Fairmount Road from KY 864 (Cooper Chapel Road) east to Broad Run Road. The project as a whole would provide a continuous route parallel to I-265 (Gene Snyder Freeway) from US 31E to KY 61 (Preston Highway). This will allow safe local travel on the south side of I-265 in an east-west direction.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $11,843,386
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Fairmount Road — KIPDA ID# 2040

Cedar Creek Bridge

Project Description:

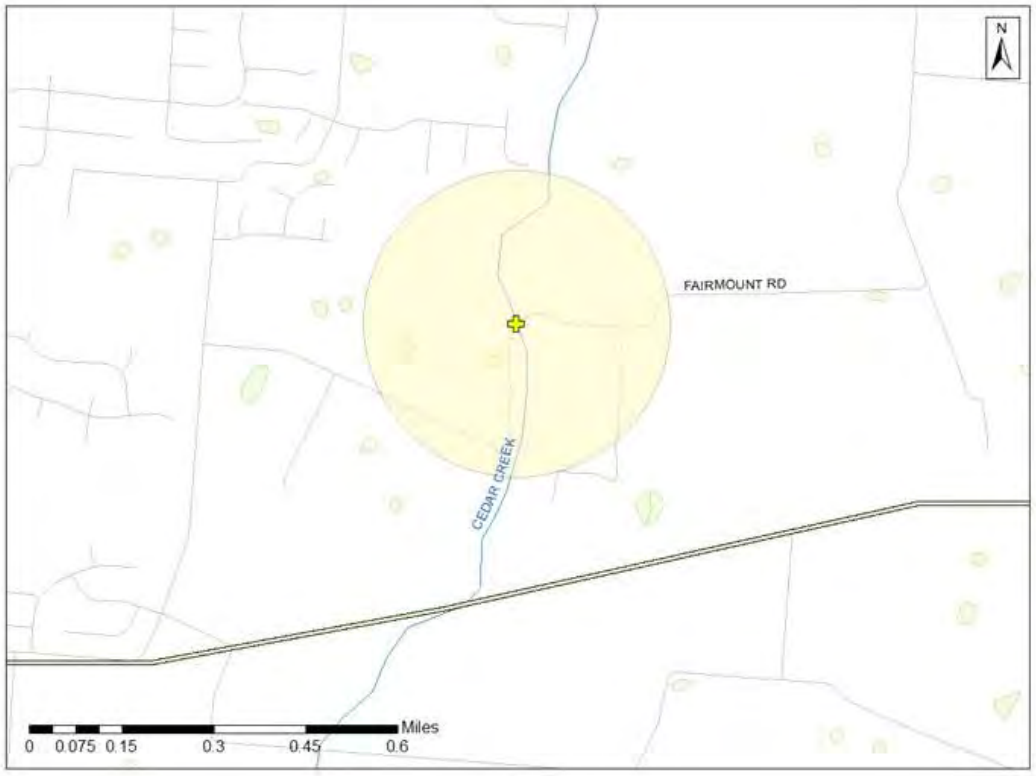
Replace bridge on Fairmount Road (CR 1004N) over Cedar Creek 0.2 mile west of Farmers Way (SR 16.8). From MP 0.737 to MP 0.777. Bridge #056C00054N.

Project Purpose:

Maintenance (Rehabilitation).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,150,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 01068.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Fare Collection System Replacement — KIPDA ID# 1890

Mobile Fare Collection

Project Description:

Replacement of fare boxes with modern electronic fare boxes.

Project Purpose:

Replacement of TARC's fare collection equipment will reduce expensive in-service maintenance (to repair jammed fare boxes), and will enable TARC to offer electronic fare media (rechargeable smart cards, e.g.) that will significantly improve efficiency of operations, simplify fare collection and improve ridership data collection.

In addition, the new fare collection system that will significantly improve data reporting, ridership monitoring (passenger counts) therefore improving response to customers' needs and new service requests, and improve performance monitoring too.

TARC will acquire up to 235 new fare boxes to fully outfit the entire fixed route fleet.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $5,054,865
Estimated Open to Public Year: 2014
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Ferndale Road — KIPDA ID# 1330

Project Description:

Reconstruct Ferndale Road as a 2-lane road (no additional lanes) from Watterson Trail to Fern Creek Road.

Project Purpose:

To improve roadway to current standards and increase safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $11,810,154
Estimated Open to Public Year: 2028
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Flat Rock Road — KIPDA ID# 1323

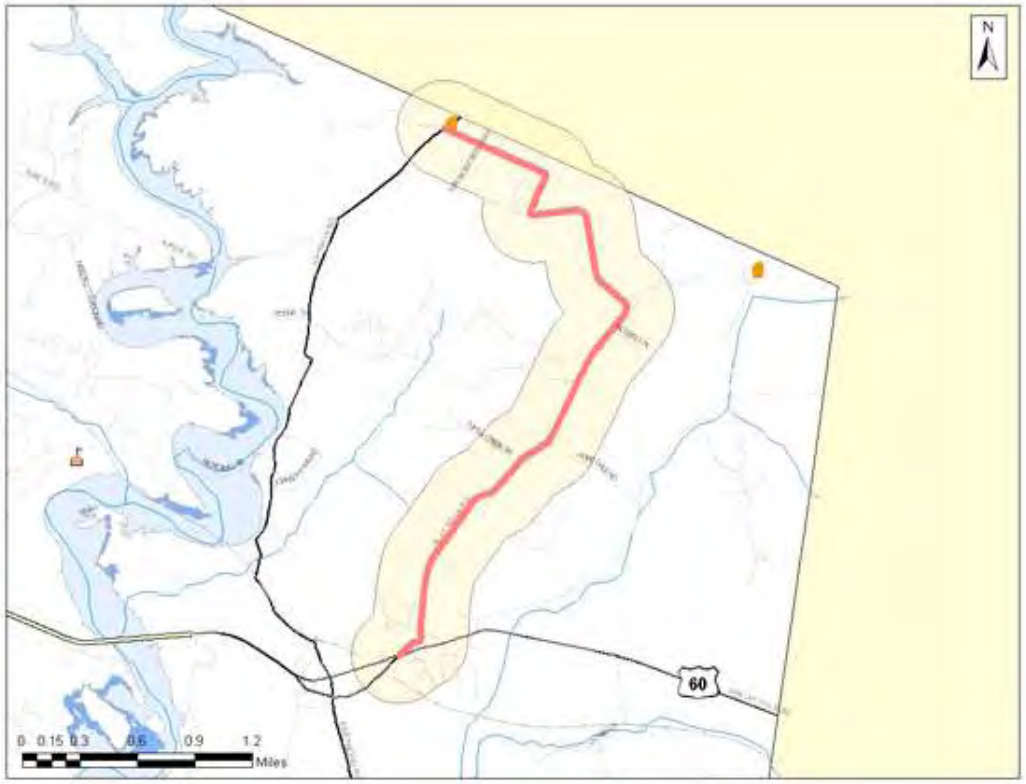
Project Description:

Reconstruct Flat Rock Road as a 2-lane road (no additional lanes) from US 60 (Shelbyville Road) to Aiken Road.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $63,542,571
Estimated Open to Public Year: 2028
Introduced to the Plan: 12 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Floyd Central - Highland Hills Safe Routes to School Project — KIPDA ID# 2032

Project Description:

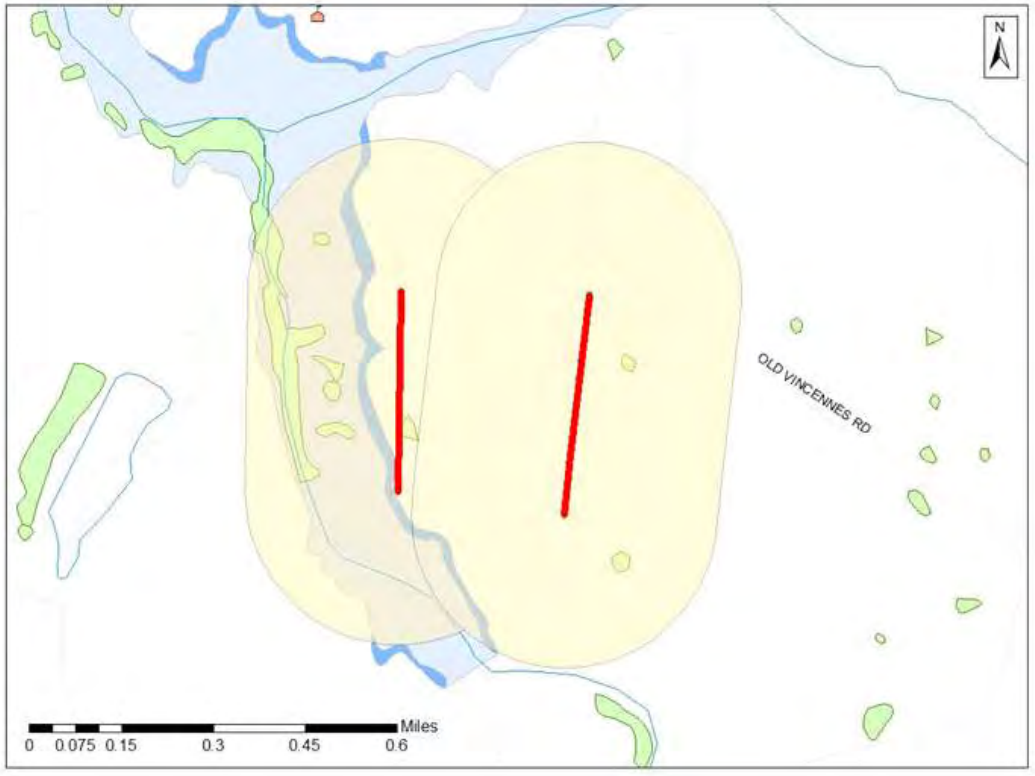
Pathway to connect Floyd Central High School and Highland Hills Middle School and adjoining neighborhoods.

Project Purpose:

Purpose of the project will be to add a pathway/sidewalk between Floyd Central High School and Highland Middle School on Edwardsville-Galena Road.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $345,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Floyd County Bicycle/Pedestrian Master Plan — KIPDA ID# 1317

Project Description:

Develop a bicycle and pedestrian Master Plan for Floyd County, Indiana.

Project Purpose:

Development of a bicycle/pedestrian plan for unincorporated areas in Floyd County will address issues such as: routing, connectivity to population centers and traffic generators, identification of routes, priority of efforts, and cost estimates of recommended action plan.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $25,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Floyd County Bridge Inspection — KIPDA ID# 2002

Project Description:

Bridge inspection of Floyd County Bridge Inventory.

Project Purpose:

To meet required bridge inspection for all county bridges in Floyd County.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $47,146
Estimated Open to Public Year:
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1382109
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Floyd County Hazard Elimination & Safety — KIPDA ID# 1318

Project Description:

Install guardrail along Paoli Pike, Moser/Spikert Knobs Road, n/s Skyline Drive, and Farnsley Knob Road.

Project Purpose:

Safety

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $500,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Cannot be mapped.

Floyd County Highway Dept. Vehicle Replacement — KIPDA ID# 2030

Project Description:

Project would replace old diesel dump trucks with cleaner burning alternative fuel vehicles.

Project Purpose:

County has identified the need to replace an aging inefficient fleet of diesel trucks with cleaner burning alternative vehicles.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $525,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Floyd Street — KIPDA ID# 286

Project Description:

Transportation System Management/Transportation Demand Management, aesthetic improvements at medical center on Floyd Street.

Project Purpose:

Transportation System Management (TSM) projects are intended to improve the operation capacity of existing roadways and transit. TSM measures may include turn lane installation, individual intersection signal improvements, intersection signal synchronization's within a travel corridor, designation of reversible lanes and high occupancy vehicle lanes.

Transportation Demand Management (TDM) projects are intended to reduce the number of vehicles on the roadways of the community either by encouraging alternate mode or by encouraging increased vehicle occupancy rates. TDM measures include the rideshare program, improvement in bicycle facilities, parking management and the development of pedestrian facilities. Transit improvements can also be considered a TDM measure.

This project will improve access and circulation in medical center.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $80,051
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Floyds Fork Parks & Trail — KIPDA ID# 1415

21st Century Parks Project in Louisville, Kentucky

Project Description:

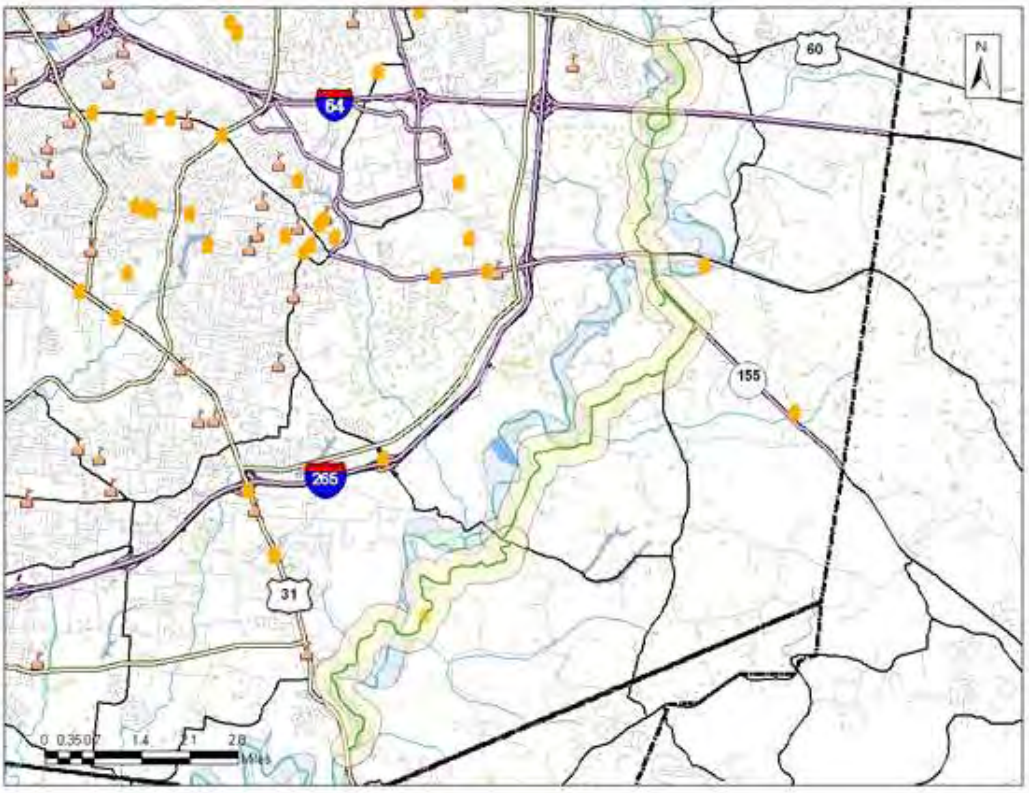
Floyds Fork Parks and Trail: Construction of a 27-mile multi-use trail and related parks along Floyds Fork from the US 31E area to Old Henry Road.

Project Purpose:

Preservation of environment along Floyd Fork. Creation of 27 miles of the County Loop Trail and parks.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $80,000,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 7 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00393.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Frankfort Avenue Corridor Transportation Management Study — KIPDA ID# 1362

Project Description:

Conduct the Frankfort Avenue Corridor Management Study between Mellwood Avenue and Shelbyville Road Approximately 4.37 miles.

Project Purpose:

The Frankfort Avenue Corridor Transportation Traffic Management and Enhancement Study is intended to improve existing conditions, bicycle and pedestrian safety conditions, explore enhances public transit opportunities and make recommendations for plan implementation.

The study shall explore and propose improvements in access management, bicycle and pedestrian facilities improvements, and adequate streetscape.

Planned improvements shall occur within the existing right of way with minor exceptions if required. The proximity of the existing railroad right of way shall be part of the consideration.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $540,800
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Frankfort Avenue-Shelbyville Road Transit Corridor — KIPDA ID# 1916

Project Description:

Frankfort Avenue and Shelbyville Road Transit Corridor Transportation Management Plan from Baxter Avenue to Eastwood. Approximate length 18 miles. Potential future expansion to be analyzed in the next phase of the project.

Project Purpose:

Preliminary analysis of Frankfort Avenue and Shelbyville Road and surrounding areas as a future transit corridor with focus on public transit improvements (fixed bus routes, trolleys and circulators). Analysis of the existing railroad right-of-way as potential Louisville-Lexington mass transit corridor. The project should include preliminary analysis and need assessment, basic design concept, public participation, preliminary engineering, implementation plan in phases, community education, promotion and marketing, and project evaluation and monitoring. Previous research and analysis available for this corridor shall be used as a basis for the project and shall be updated with the new data.

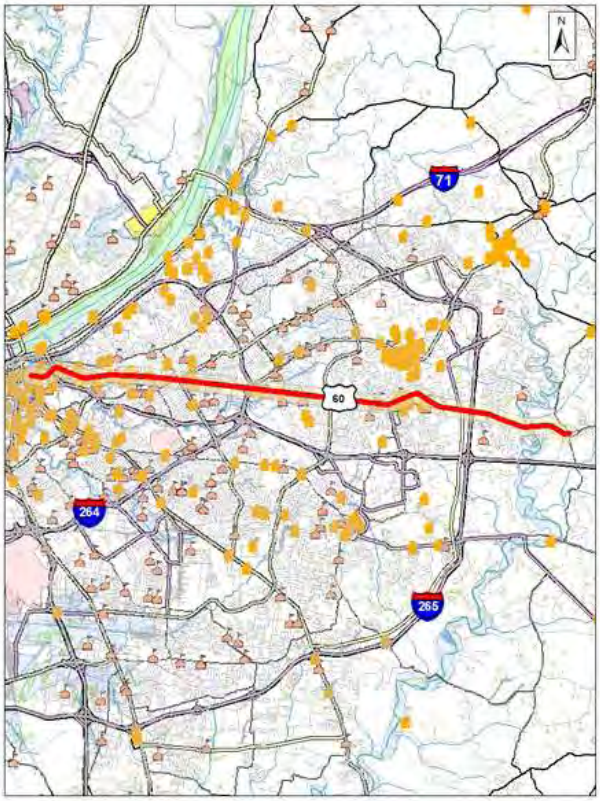
The Plan should develop short and long-term recommendations for improvements in the corridor including transit and passenger facilities (information technology system), access management, connections to the malls, shopping centers and surrounding neighborhoods, parking consideration, pedestrian and bicycle connections, safety improvements and streetscape concept. The study should propose potential funding options, develop implementation plan in phases, and identify responsible agencies or project sponsors to ensure project completion. The improvements shall be accommodated within the existing right-of-way with minimal exception.

Benefits of the project: alternate modes of transportation/mobility improvements, traffic congestion management (reduce traffic volumes and improve the air quality), safety improvements for all users, strong local and regional commercial corridor enhancement, economic development opportunities for the local community.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $200,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Good Samaritan Bicycle and Pedestrian Trail Connector — KIPDA ID# 2082

Old Taylorsville Road/Jefferson Street

Project Description:

Construct a multi-use bicycle and pedestrian trial along Old Taylorsville Road and Jefferson Street in downtown Jeffersontown connecting the downtown street network to the Good Samaritan Center and the existing bicycle/pedestrian trail at Grand Avenue and Watterson Trail.

Project Purpose:

To increase both bicycle and pedestrian movement throughout the city connecting the downtown to the Bluegrass Commerce Park, library, schools, recreational parks and senior citizens center.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $660,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Grade Lane — KIPDA ID# 289

Project Description:

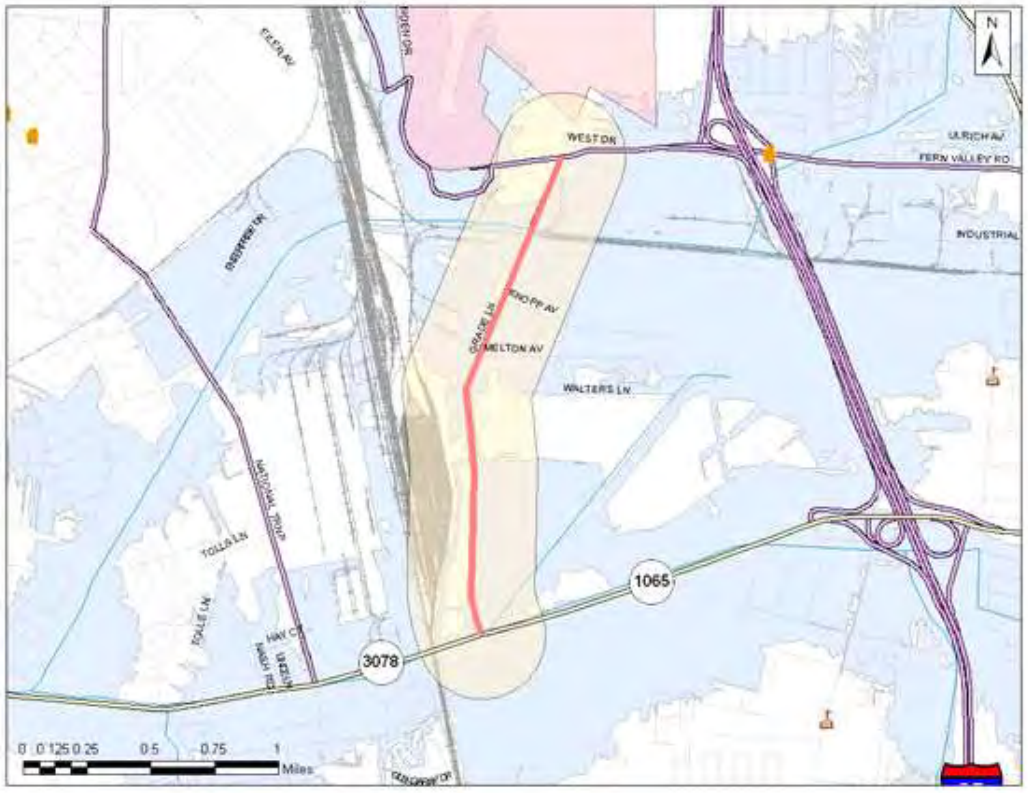
Widen Grade Lane from 2 to 4 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road).

Project Purpose:

This project will improve access to the Louisville International Airport and industrial development.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $13,159,318
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



Grade Lane — KIPDA ID# 2160

Project Description:

Reconstruct Grade Lane between I-65 SB ramps and Grade Lane Connector (MP 0.2 to MP 0.6).

Project Purpose:

This project will improve safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $2,415,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00482.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Grant Line Road Pedway — KIPDA ID# 1432

Project Description:

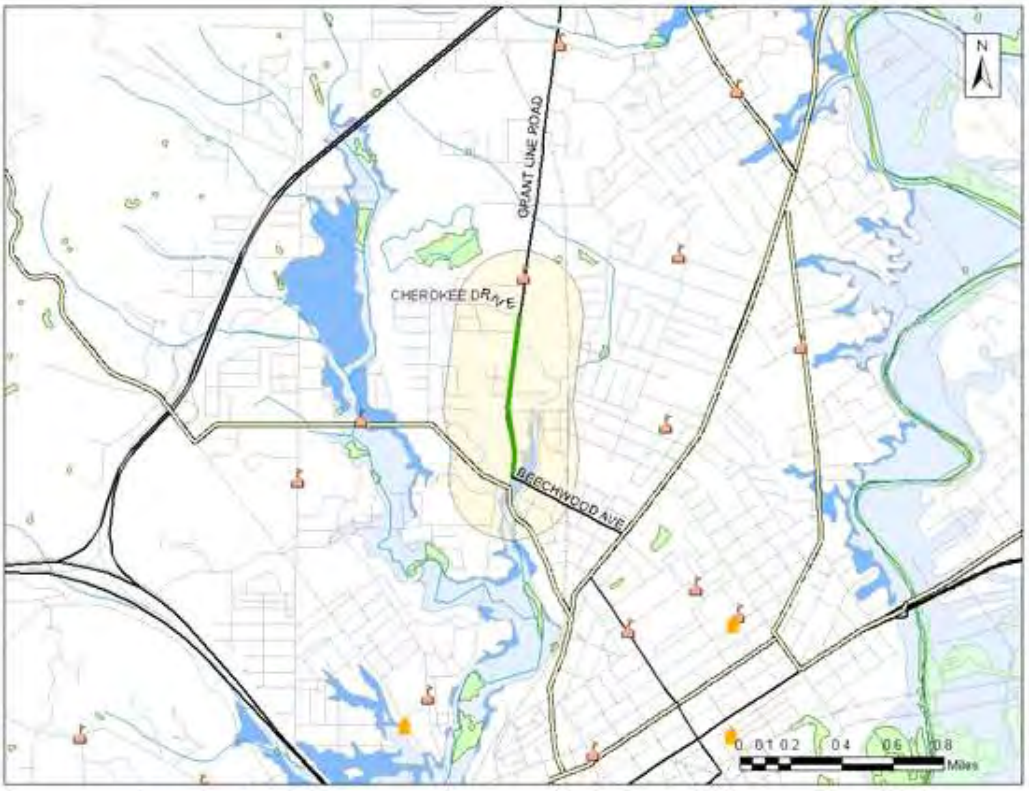
Construction of pedestrian bicycle path and sidewalks along Grant Line Road from Beechwood Avenue to Cherokee Drive where it connects with existing pedway and sidewalk.

Project Purpose:

Provide for safe pedestrian and bicycle use along Grantline Road. This completes the pedway/sidewalk connections from Daisy Lane to Mt. Tabor Road. It will service important destinations including Sam Peden Community Park, shopping centers and two local schools.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $1,292,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include sidewalks

State ID #: 0710810
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Grantline Road — KIPDA ID# 1586

Project Description:

Reconstruct Grantline Road as a 2 lane road (no additional travel lanes) from McDonald Lane south to Beechwood Avenue for a distance of 1.1 miles.

Project Purpose:

Improve lanes for vehicular service and safety; provide sidewalks and/or pedway for pedestrian/bike travel and for safety.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $3,700,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks

State ID #: 0901276
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Hale Avenue — KIPDA ID# 1382

Project Description:

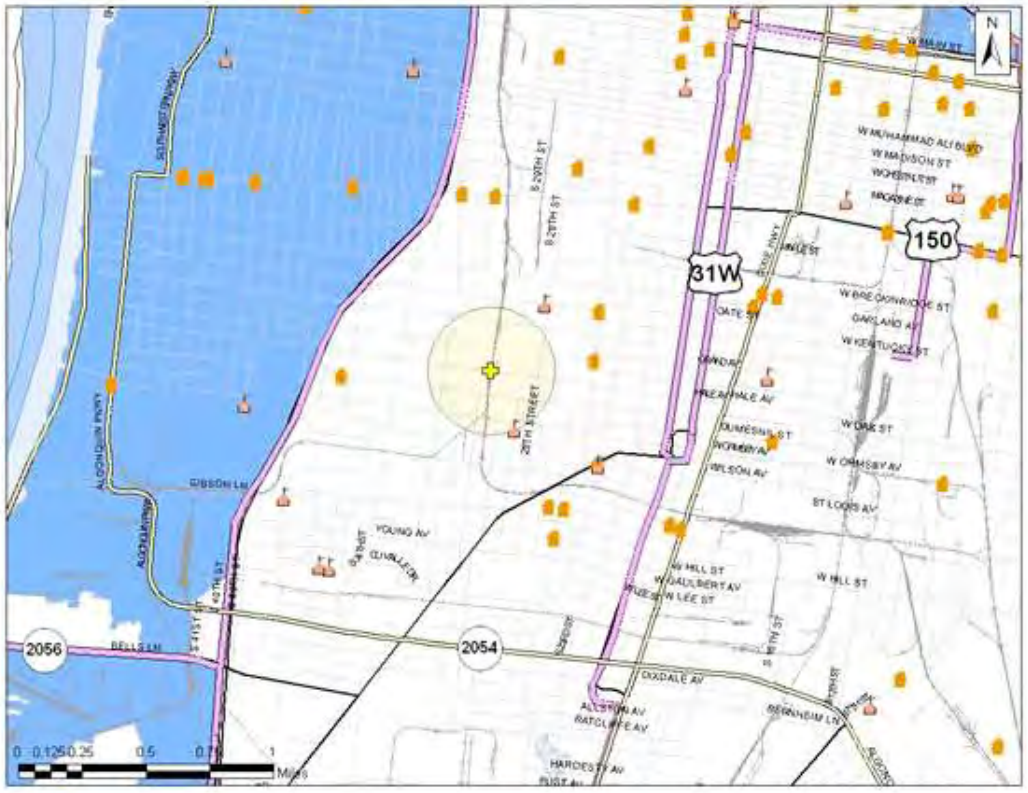
Install auto gates at Norfolk Southern Railroad crossing.

Project Purpose:

Improve safety at railroad crossing.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $289,540
Estimated Open to Public Year: 2021
Introduced to the Plan: 4 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Heavy Haul Road — KIPDA ID# 2119

Project Description:

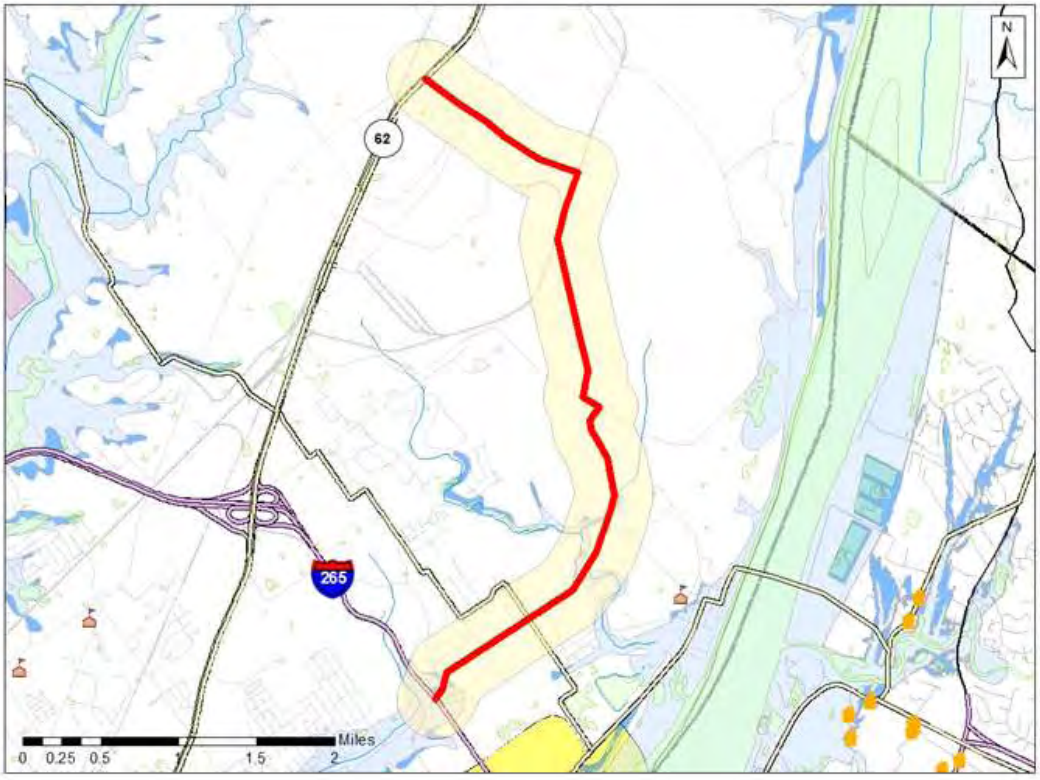
Construction of a new 2 lane road from the Port of Indiana to I-265, and construction of a 3 lane road from the I-265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.

Project Purpose:

The Heavy Haul Road provides direct access to SR-265 from both the Port of Indiana and River Ridge and also direct access between the Port of Indiana and River Ridge which will alleviate the mixing of truck and passenger vehicles on SR 62 and Port Road by reducing the amount of trucks in the future. The future railroad will provide a direct connection between the Port of Indiana and River Ridge and also give better connectivity to two Class I railroads.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $22,500,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1382612
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



Henryville-Blue Lick Road — KIPDA ID# 1297

Project Description:

Reconstruct Henryville-Blue Lick Road as a 2 lane road (no additional lanes) and provide turning lanes at Speith/Howser and Broadway from IN 160 to Memphis-Blue Lick Road. Approximately 2.4 miles.

Project Purpose:

Improve roadway and roadway safety.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $13,322,198
Estimated Open to Public Year: 2020
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Hikes Lane — KIPDA ID# 383

Project Description:

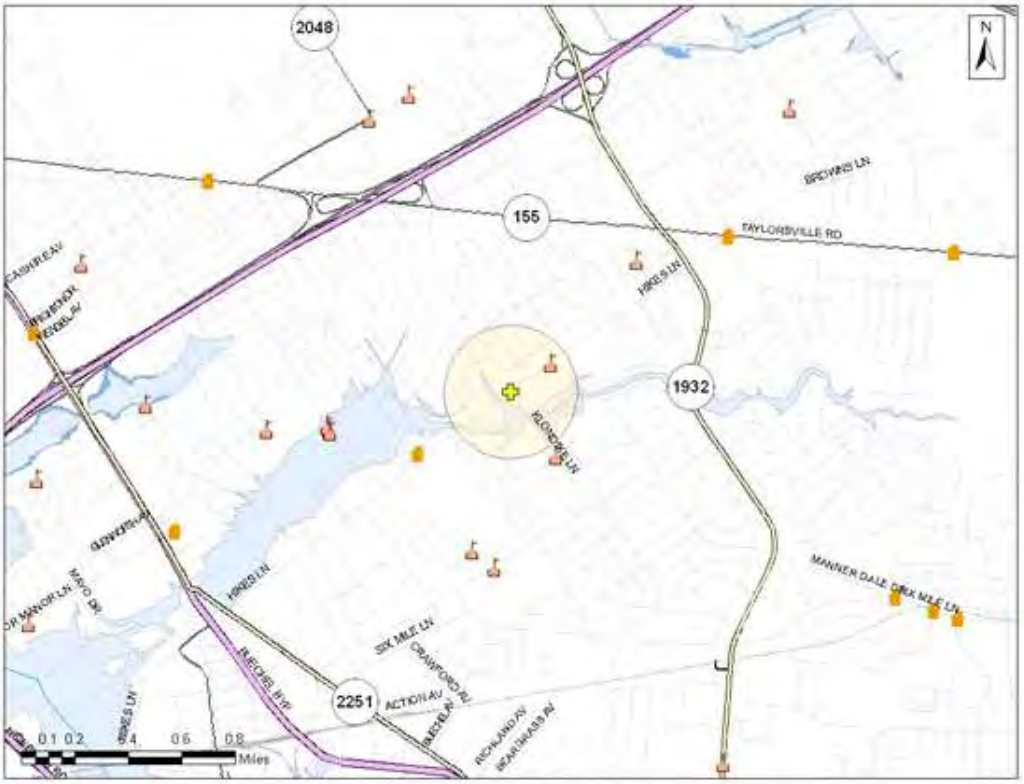
Align Hikes Lane intersections of Furman Boulevard and Klondike Lane.

Project Purpose:

Improve intersection alignment, traffic flow and safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $3,682,374
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Hill Street
Cardinal Boulevard

KIPDA ID# 2162

Project Description:

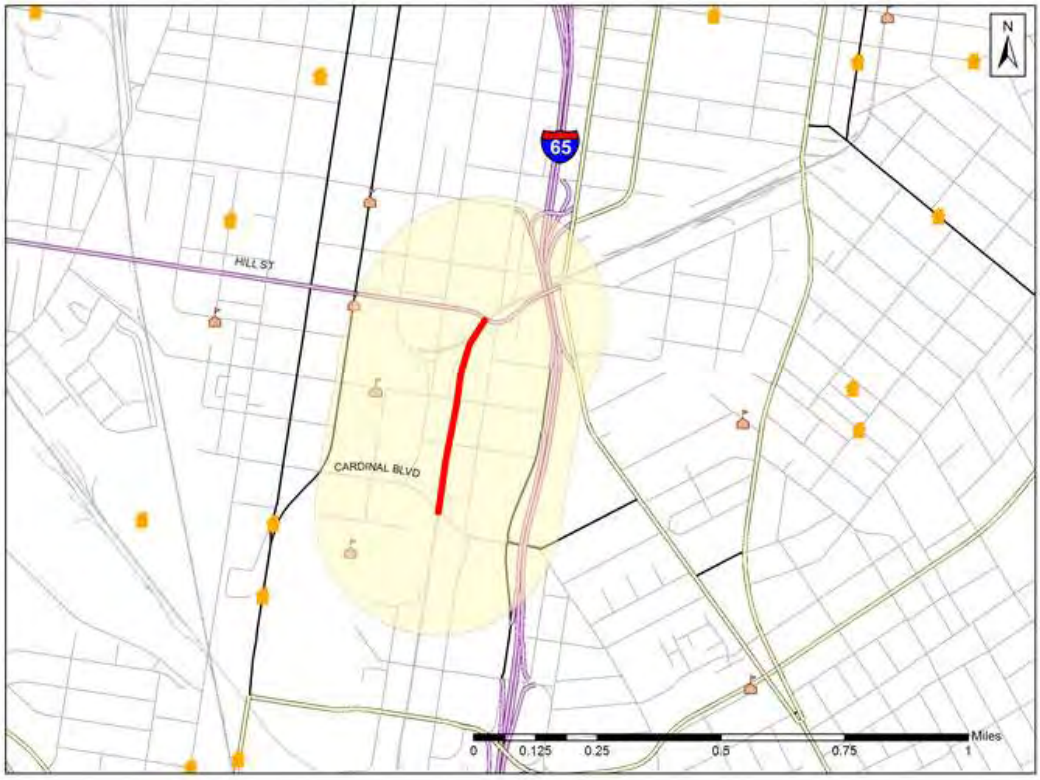
Construct a railroad safety crossing, improve lighting, erect signals, and roadway crossings between Cardinal Boulevard and Hill Street.

Project Purpose:

Safety improvements between Cardinal Boulevard and Hill Street.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $200,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08412.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Hill Street and 7th Street Intersection Improvements — KIPDA ID# 1917

Project Description:

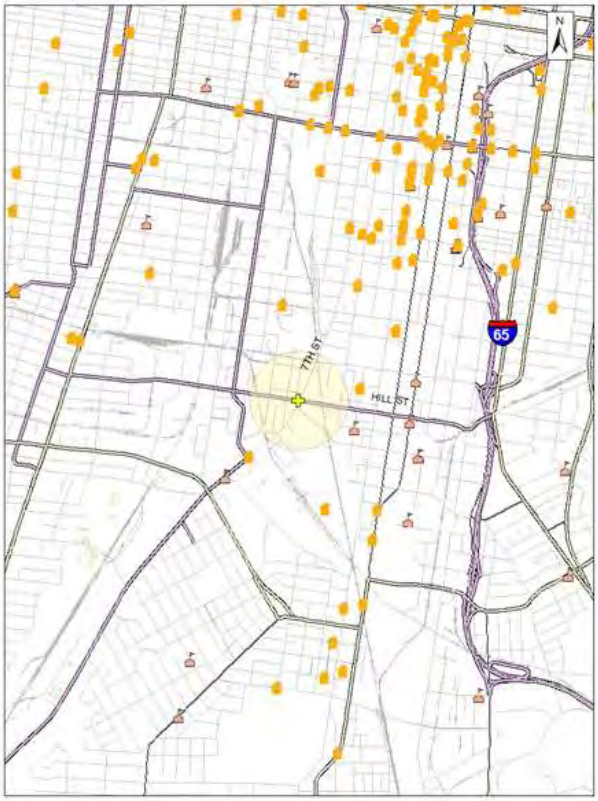
The improvement is to widen the Hill Street and 7th Street approaches to provide left turn lanes, thereby improving mobility and increasing travel opportunities along both facilities.

Project Purpose:

At the Hill Street intersection with 7th Street, neither facility has turn lanes. No left turns are allowed from Hill Street onto 7th Street. Left turns are not allowed from 7th Street onto Hill Street during the weekday peak hours of 7:00 – 9:00 AM and 3:00 – 6:00 PM. This severely restricts access to parcels located along 7th Street (such as the American Standard Site and the Rhodia Site) and hinders mobility in the area. This section of Hill Street carries over 12,000 vehicles per day and 7th Street carries nearly 17,000 per day.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,840,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bike lanes and other amenities
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑



Hubbards Lane — KIPDA ID# 384

Project Description:

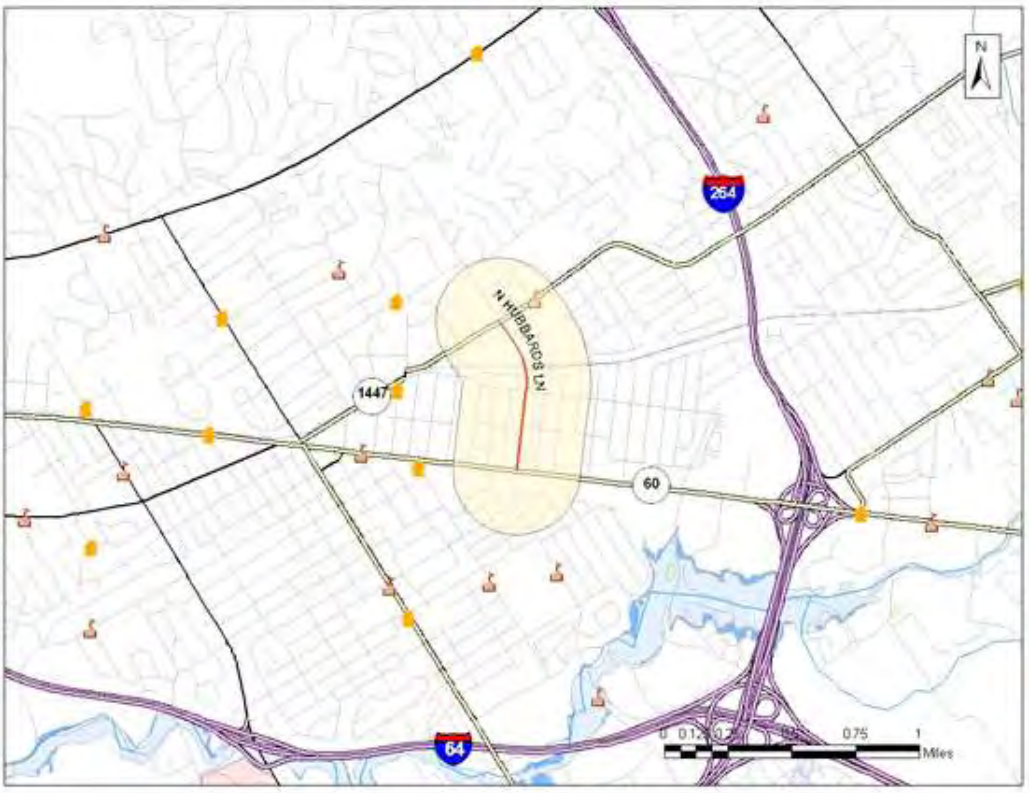
Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.

Project Purpose:

Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $3,500,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include bike lanes
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 64 KIPDA ID# 350

Project Description:

Widen I-64 from 4 to 6 lanes from I-265 (Gene Snyder Freeway) to the KY 53 interchange in Shelby County. (Project cost reflects Jefferson County portion only.)

Project Purpose:

Project will improve capacity and address safety concerns.

Contact Agency: KYTC
County/Counties: Jefferson, Shelby
Project Cost: $14,123,792
Estimated Open to Public Year: 2020
Introduced to the Plan: 2 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00065.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

I- 64 KIPDA ID# 351

Project Description:

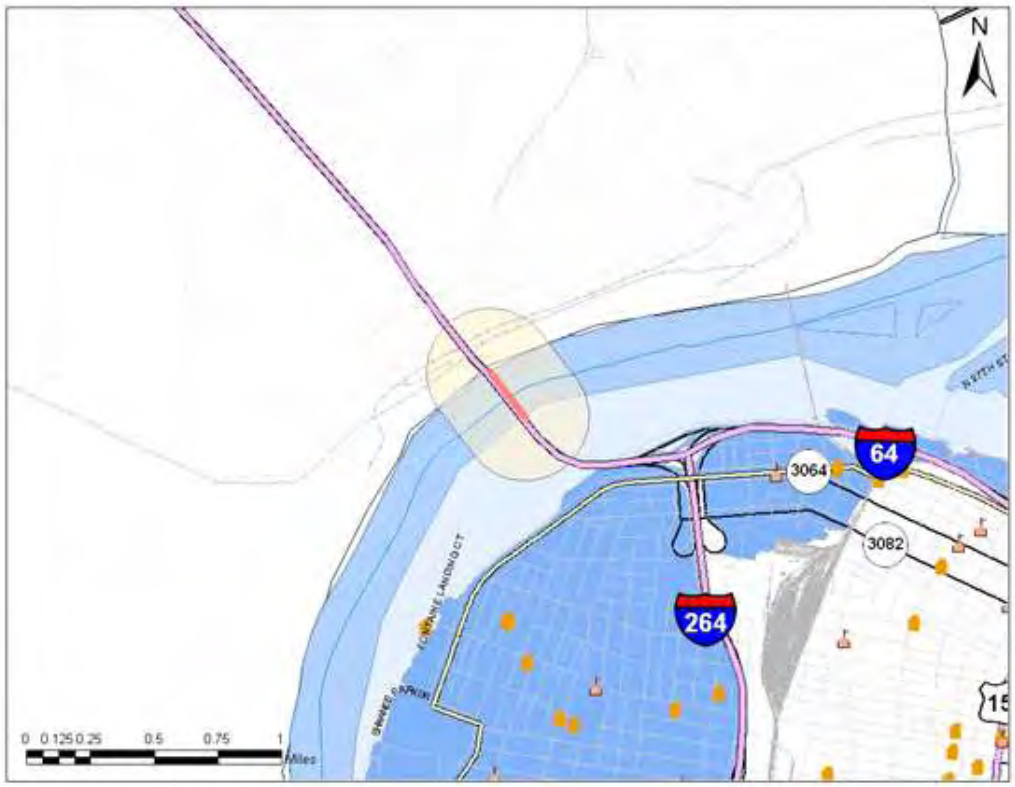
Paint I-64 bridge (Sherman Minton) over the Ohio River at Louisville. Joint project with Indiana to perform in-depth inspection.

Project Purpose:

This project will provide infrastructure preservation.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,160,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 5 2000
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00064.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I- 64 KIPDA ID# 389

Project Description:

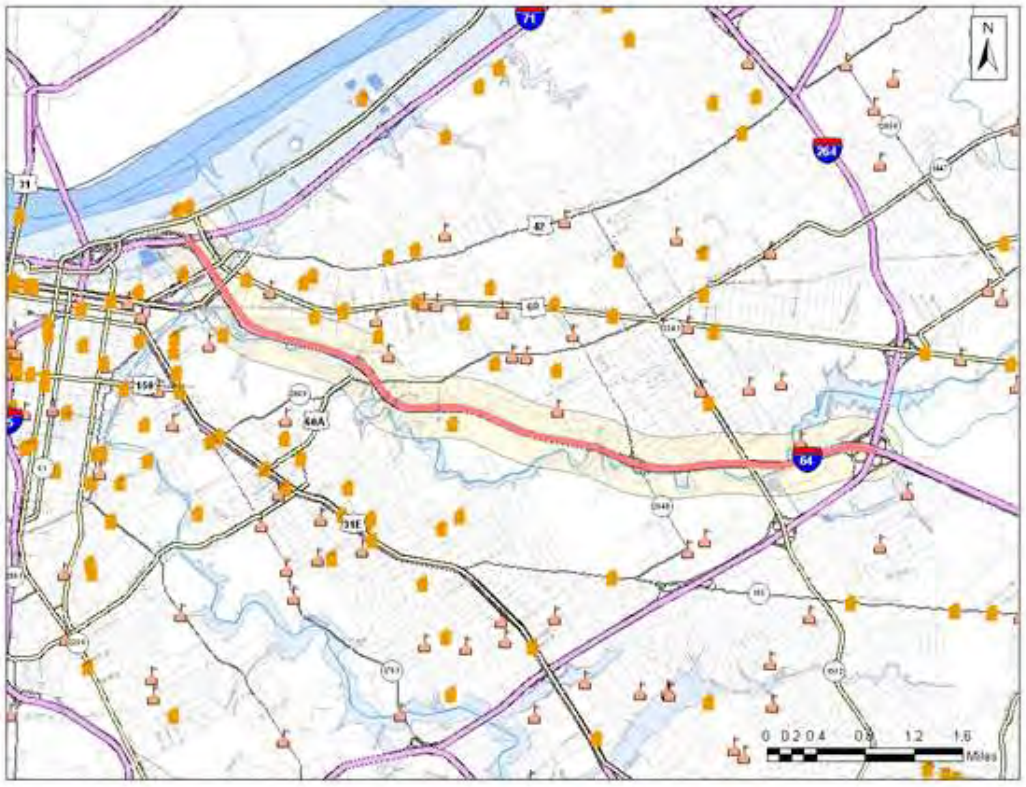
Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.

Project Purpose:

This project will help reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $68,428,453
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☑
Title VI Area: ☑



I- 64 KIPDA ID# 390

Project Description:

New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road.

Project Purpose:

Provide access to I-64 and KY 1848 in Shelby County

Contact Agency: KYTC
County/Counties: Jefferson, Shelby
Project Cost: $32,898,294
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08200.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

I- 64 KIPDA ID# 955

Project Description:

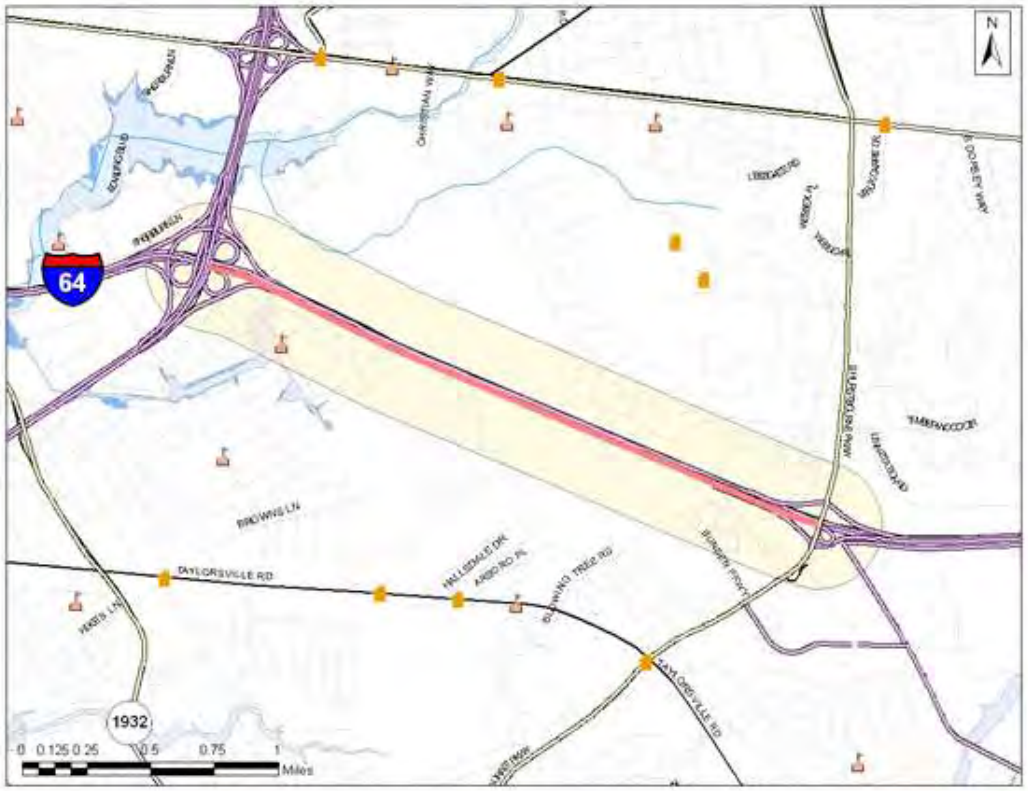
Widen I-64 to add 1 travel lane in each direction between I-264 and KY 1747 (Hurstbourne Parkway).

Project Purpose:

Improve traffic flow between I-264 and KY 1747 (Hurstbourne Pkwy) reducing congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $6,404,128
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



I- 64 KIPDA ID# 1519

Project Description:

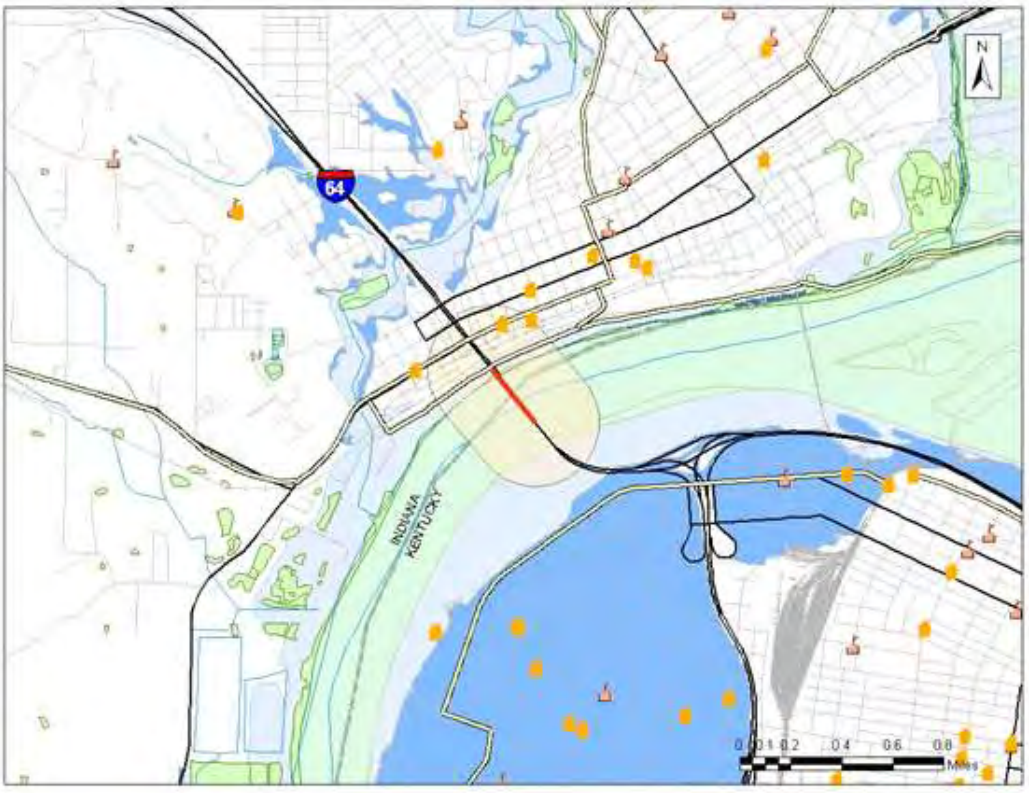
Paint I-64 bridge over the Ohio River (Main Bridge).

Project Purpose:

To apply a paint system to replace the current paint system which has weathered and deteriorated to the point that it is no longer protecting the underlying structural steel from corrosion.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $20,528,535
Estimated Open to Public Year: 2018
Introduced to the Plan: 2 2007
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0501153
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I- 64 KIPDA ID# 1759

Project Description:

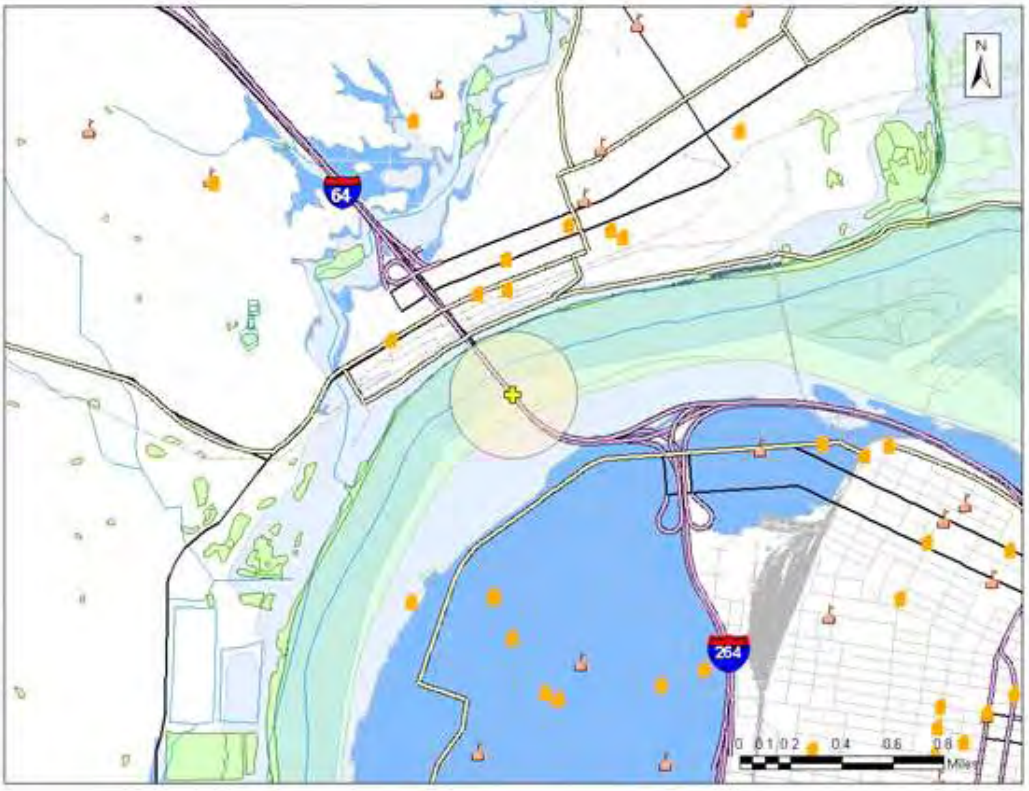
Perform in-depth inspection of I-64 bridge (Sherman Minton) over Ohio River at Louisville. Joint project with Indiana.

Project Purpose:

Bridge maintenance

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $320,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00063.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I- 64 — KIPDA ID# 2076

Sherman Minton Bridge Inspection

Project Description:

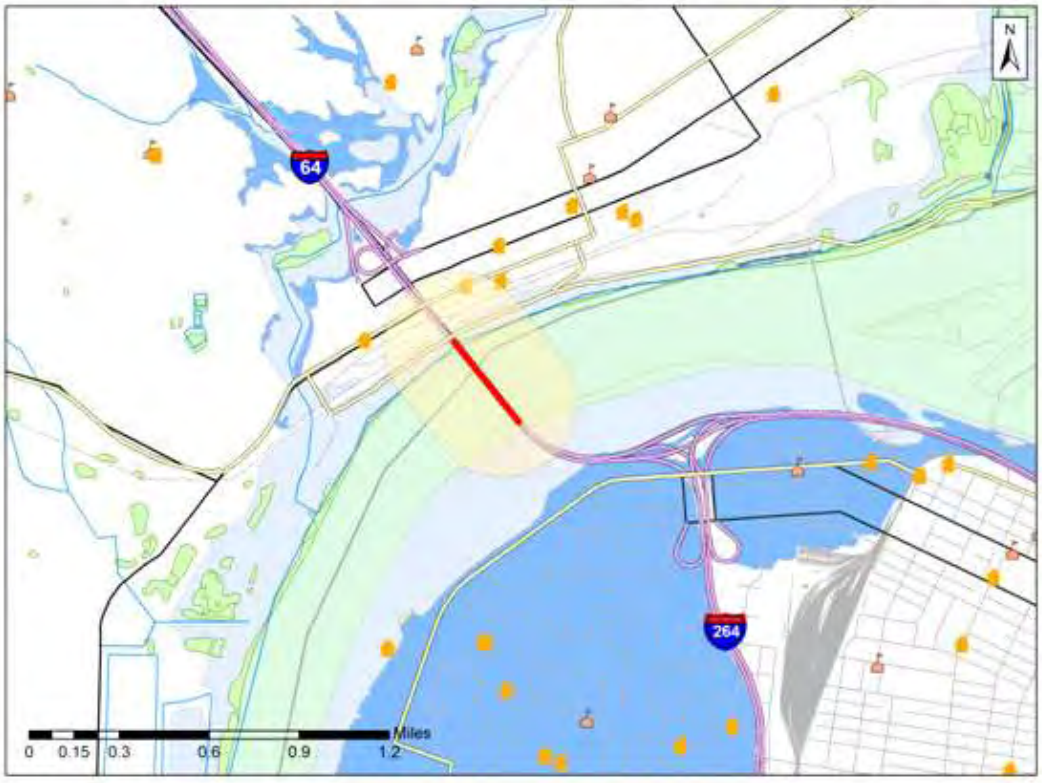
Fracture critical inspection on the WBL Indiana approach to the Sherman Minton Bridge over the Ohio River.

Project Purpose:

Biannual inspection of bridge for maintenance and safety.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $135,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1298326
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 64 — KIPDA ID# 2077

Sherman Minton Bridge Inspection

Project Description:

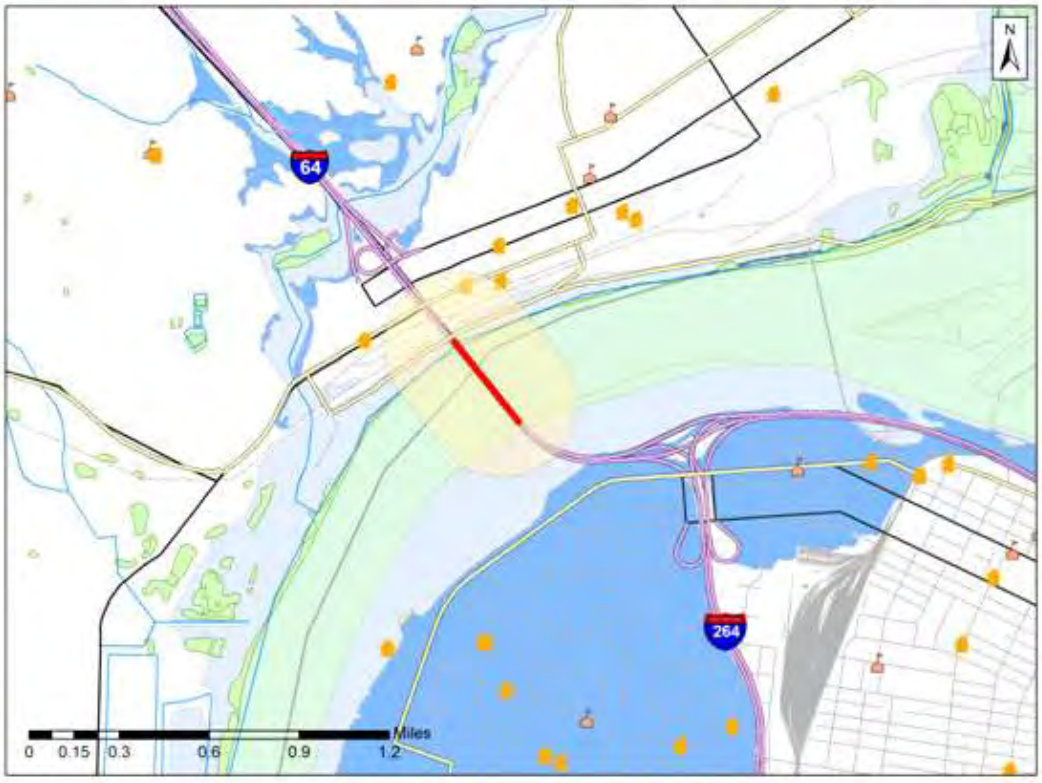
Fracture critical inspection on the EBL Indiana approach to the Sherman Minton Bridge over the Ohio River.

Project Purpose:

Biannual inspection of bridge for maintenance and safety.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $135,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1298327
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 64 — KIPDA ID# 2078

Sherman Minton Bridge Inspection

Project Description:

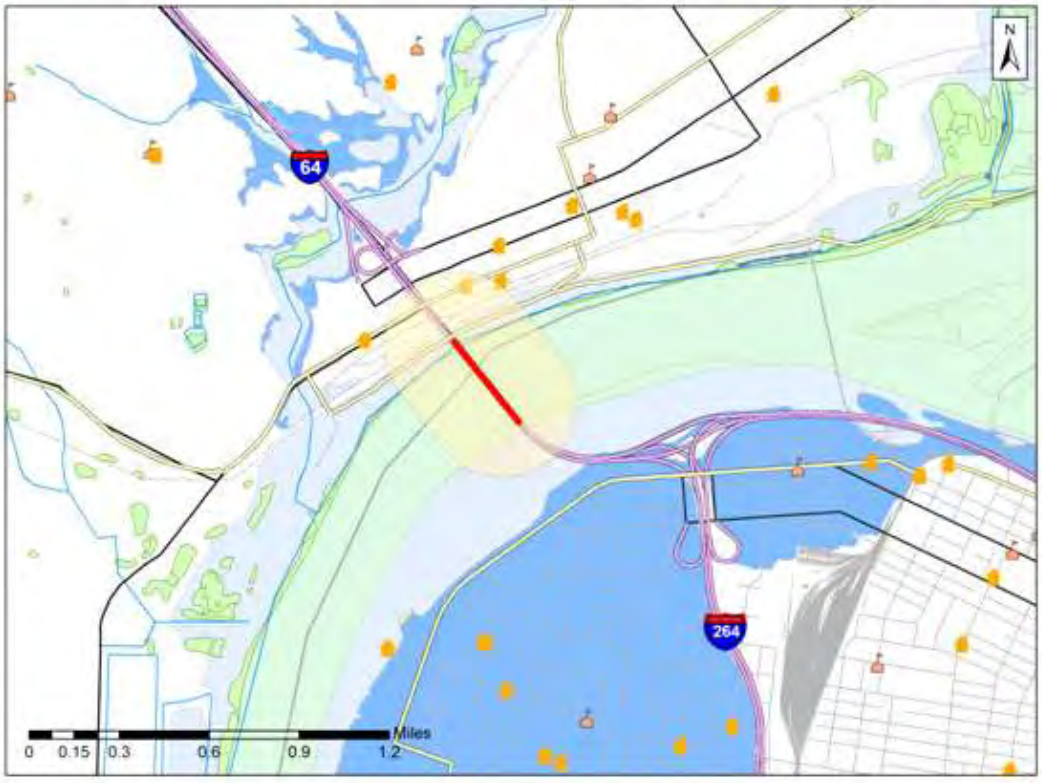
Fracture critical bridge inspection on the Sherman Minton Bridge over the Ohio River.

Project Purpose:

Biannual inspection of bridge for maintenance and safety.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $550,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1297698
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 64 KIPDA ID# 2096

Project Description:

Pavement resurfacing on I-64 from IN 62/IN 64 to Kentucky State Line.

Project Purpose:

Roadway maintenance.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $3,786,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1296184
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

I- 64 — KIPDA ID# 2100

Sherman Minton Bridge

Project Description:

Fracture critical bridge inspection on approaches to the Sherman Minton Bridge over the Ohio River.

Project Purpose:

Bridge maintenance.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $100,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1297695
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

I- 64 / KY 1747 Interchange — KIPDA ID# 181

I- 64 / Hurstbourne Parkway Interchange

Project Description:

Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).

Project Purpose:

This project will reduce traffic congestion and delay by improving ramp and intersection operating conditions, improve vehicular safety by reducing potentially dangerous uncontrolled vehicle conflict points and providing safe access between local and regional highway systems, and will enhance the existing system to provide more efficient connections between local and regional highway systems and promote better use of the existing transportation infrastructure.

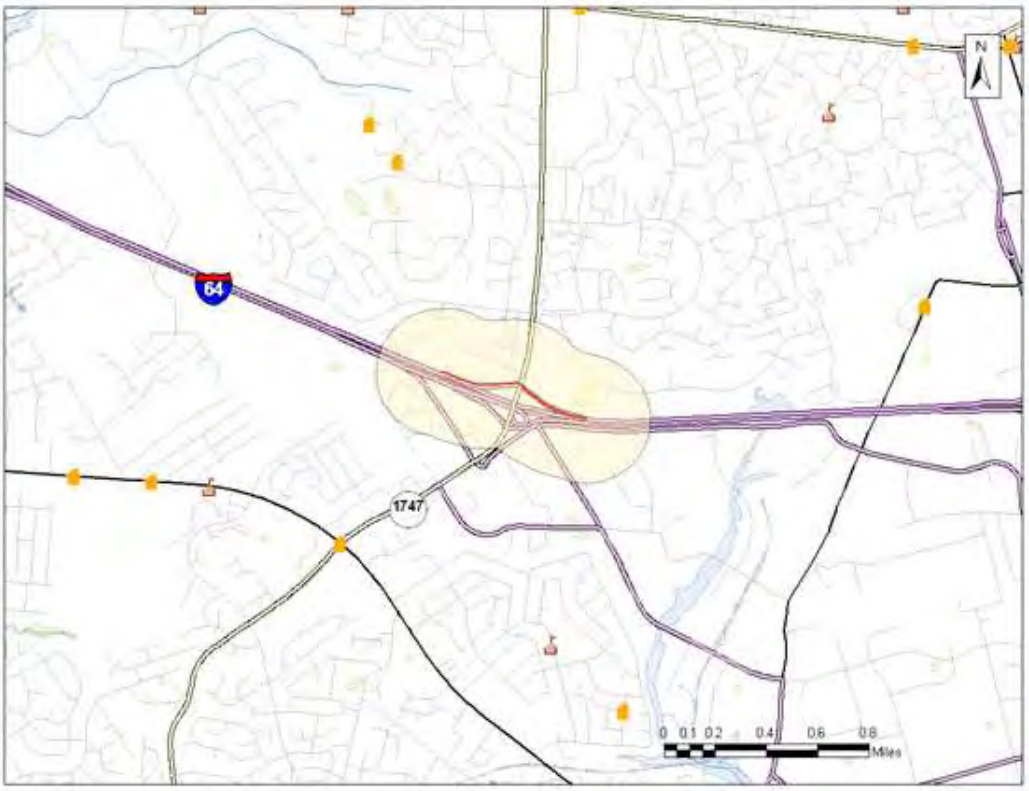
Current and projected traffic conditions within the study area do not meet the minimum acceptable operating standards. Many of the study intersections operate at poor or failing levels of service during morning and afternoon peak hours. Traffic volumes in the corridor are expected to grow by approximately 28% by 2025.

The current roadway design combined with excessive traffic congestion creates a situation where drive safety could be compromised. Significant traffic congestion also leads to longer emergency vehicle response times.

The transportation system within the study area cannon adequately accommodate the current or projected future travel demand. Therefore, drives divert to other roadways, alter their travel times, or wait in long queues on area roadways. The poor operating conditions limit the effectiveness and efficiency of the connections from the local area roadway system to the regional and interstate highway system. Future development in the area may be restricted.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $60,299,200
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00052.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



I- 64 Corridor Vegetation Management and Landscape Beautification — KIPDA ID# 2105

Project Description:

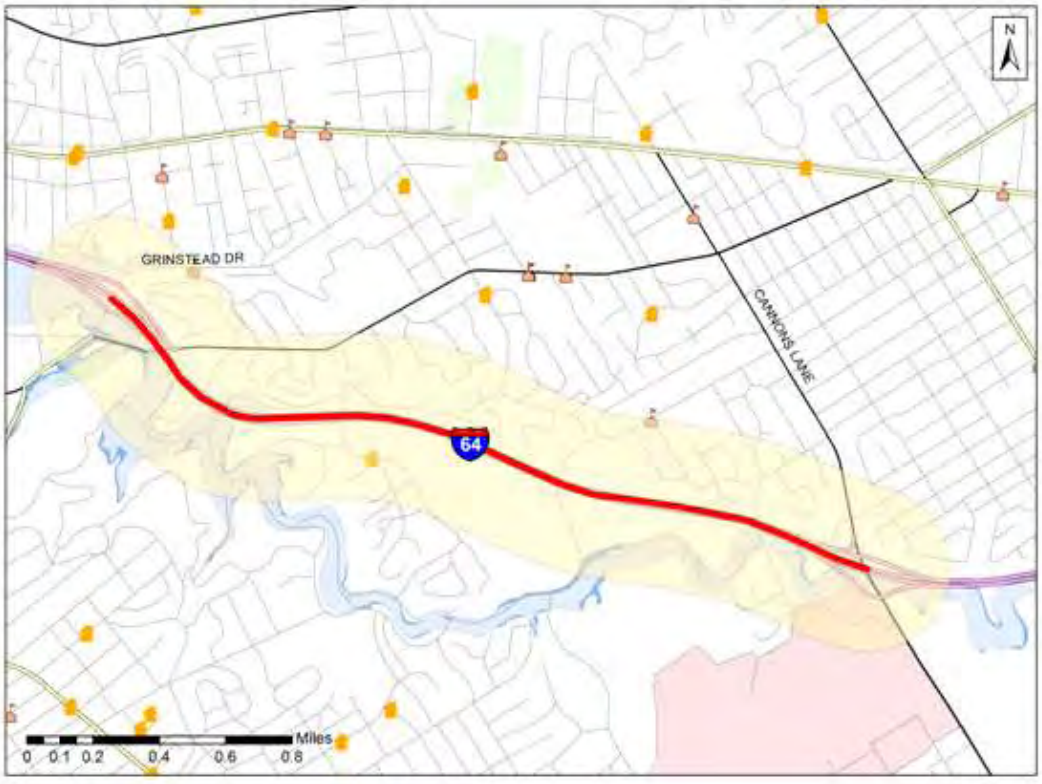
Environmental documentation, design development, landscape construction documents, and implementation of the landscape management plan for the I-64 corridor between Cannons Lane and Grinstead Drive interchanges. The scope of the work will extend on all 4 sides of each interchange. The approximate length is 2.5 miles. The size of the area is approximately 122 acres.

Project Purpose:

In this project, the scope of work will include removal of the primarily invasive exotic plant species which now dominate this corridor, and replace them with a landscape planting that primarily uses native plants that are tolerant of drought and vehicle emissions which will provide a welcoming scenic experience for motorists as they enter Louisville.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $896,634
Estimated Open to Public Year: 2016
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I- 65 KIPDA ID# 224

Project Description:

Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.

Project Purpose:

Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,040,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 1996
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #: 00378.10
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

I- 65 KIPDA ID# 395

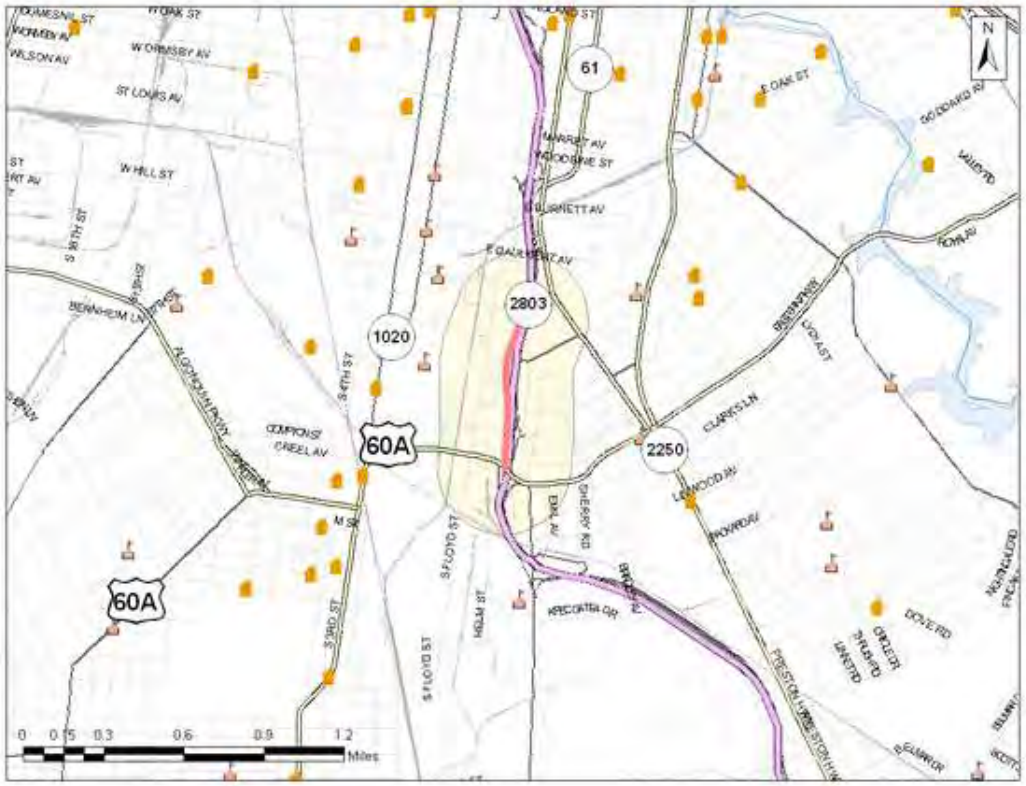
Project Description:

Reconfigure northbound and southbound ramps on I-65 and add a lane between Eastern Parkway and Arthur Street. Add a new ramp at Brandeis Avenue and upgrade Arthur Street.

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $26,789,761
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08102.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I- 65 — KIPDA ID# 1390

Kennedy Bridge

Project Description:

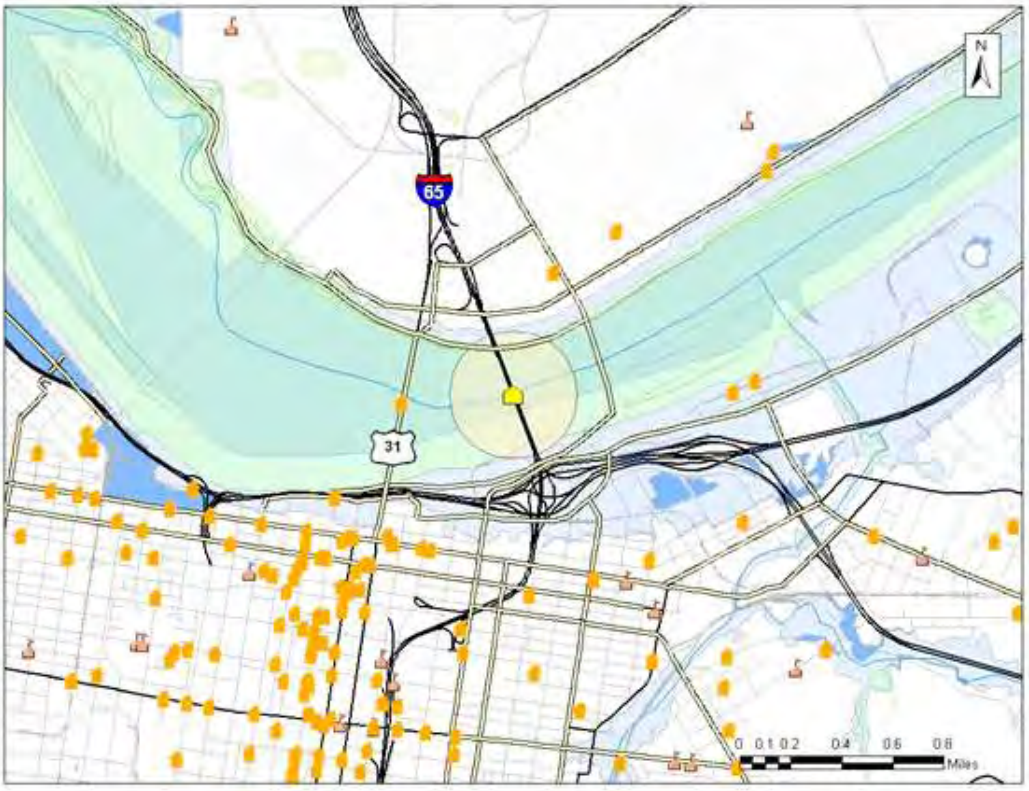
Inspection of bridge over the Ohio River on I-65 (John F. Kennedy Bridge)..

Project Purpose:

Federal requirements to inspect all bridges every 2 years.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $1,510,940
Estimated Open to Public Year:
Introduced to the Plan: 4 2005
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1297480
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 65 — KIPDA ID# 1454

I- 65 SB Ramp @ KY 1065 (Outer Loop)

Project Description:

Reconstruct second curve only on I-65 SB ramp at KY 1065 (Outer Loop).

Project Purpose:

Address vehicle roadway runoffs and vehicle rollovers located at second small curve on I-65 southbound ramp to KY 1065 (Outer Loop).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $2,020,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00205.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 KIPDA ID# 1946

Project Description:

Pavement rehabilitation of I-65 from 0.5 miles north of Memphis Road to 0.43 miles north of IN 56.

Project Purpose:

Maintenance and preservation of roadway.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $10,467,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1005494
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 KIPDA ID# 1971

Project Description:

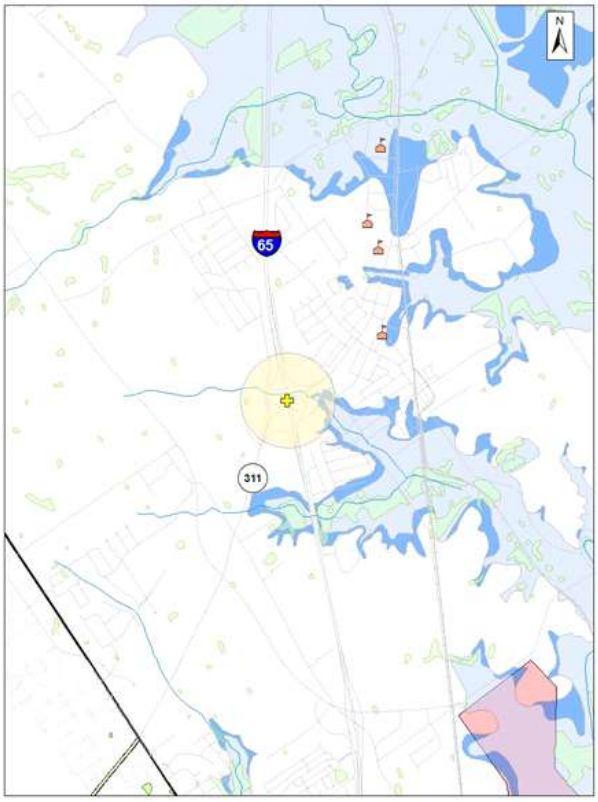
Replace bridge on IM 311 over I-65.

Project Purpose:

Project needs replacement because it is deteriorating. Corrosion, deep pitting and perforations.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $930,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 1006237
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 65 KIPDA ID# 1983

Project Description:

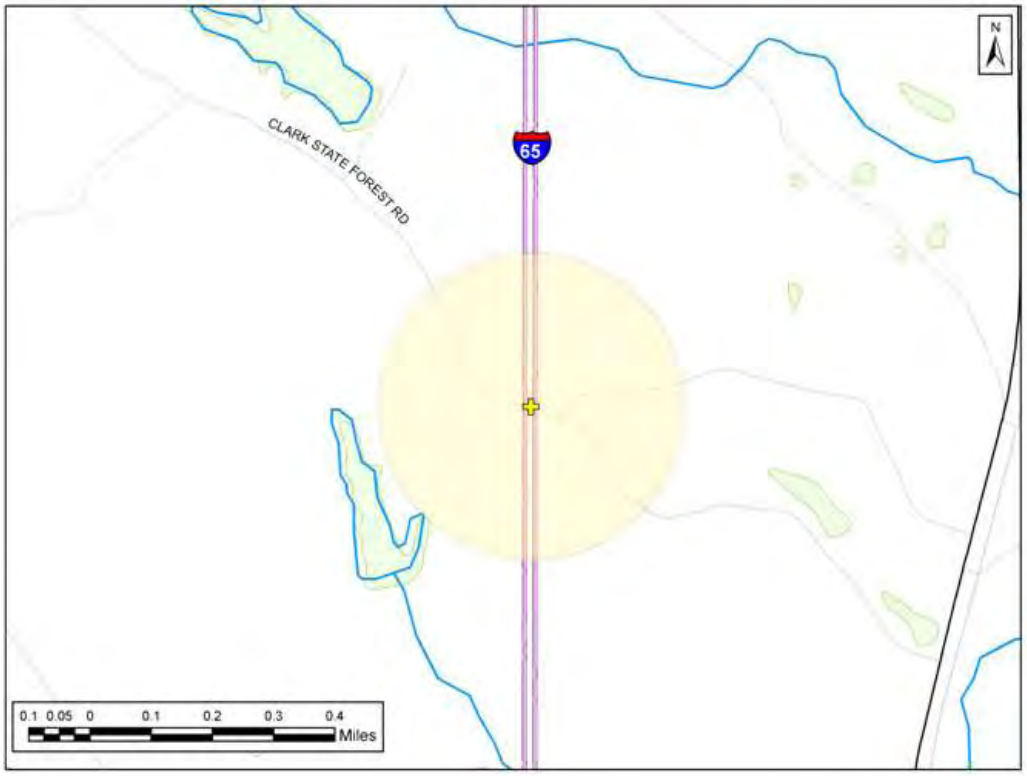
Rehabilitation of a District bridge on Hebron Church Road over I-65 at RP 20+53 by replacing the current deficient superstructure.

Project Purpose:

The current superstructure is deficient and needs to be replaced in order to maintain public safety.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $976,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1173347
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 65 KIPDA ID# 1984

Project Description:

Rehabilitation of a District bridge on Ebenezer Church Road over I-65 NB and SB by replacing the current deficient superstructure.

Project Purpose:

The current superstructure is deficient and needs to be replaced in order to maintain public safety.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $877,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1173373
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 KIPDA ID# 2088

Project Description:

Rehabilitate bridges on I-65 at 1.81 and 4.61 miles north of IN 311.

Project Purpose:

Bridge maintenance and preservation.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $1,727,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 0800419
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 KIPDA ID# 2089

Project Description:

Bridge rehabilitation on I-65 southbound over Perry Crossing Road.

Project Purpose:

Bridge maintenance.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $556,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1296992
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 KIPDA ID# 2090

Project Description:

Bridge rehabilitation on I-65 northbound over Perry Crossing Road.

Project Purpose:

Bridge maintenance.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $548,300
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1296988
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 KIPDA ID# 2099

Project Description:

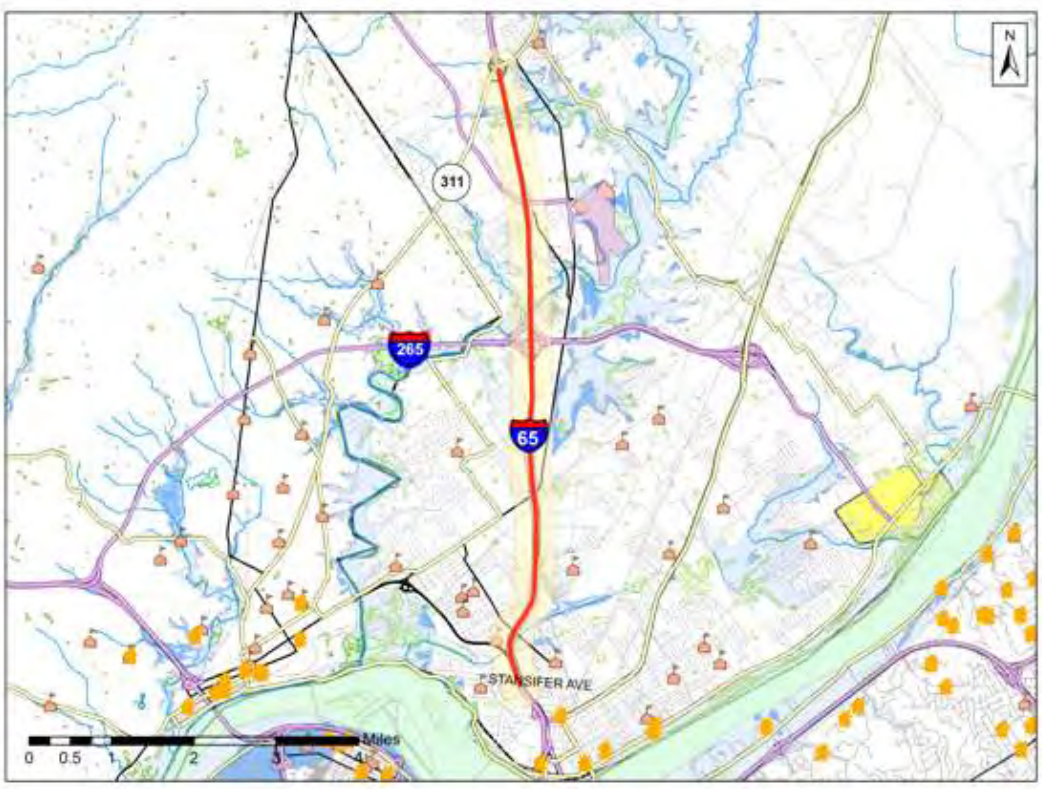
Pavement resurfacing on I-65 from Stansifer Avenue to IN 311.

Project Purpose:

Roadway maintenance.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $3,200,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1296970
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I- 65 KIPDA ID# 2121

Project Description:

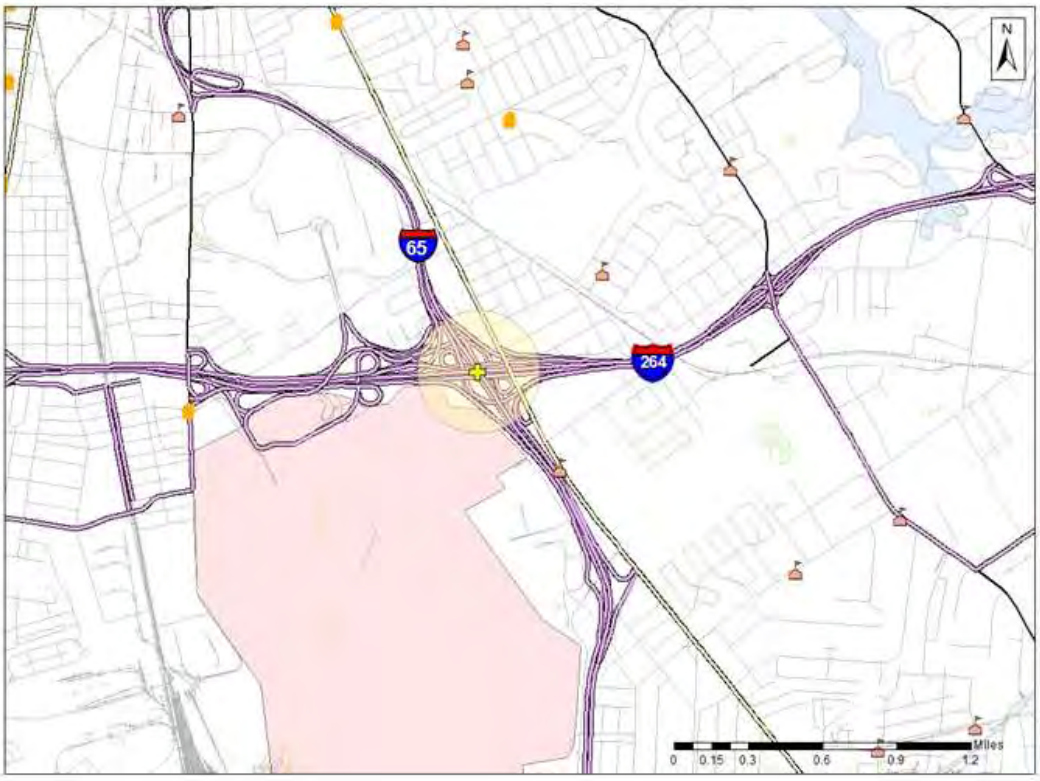
Operational improvements to reduce congestion and improve safety at the I-65/I264 interchange.

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $50,000,000
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I- 65 KIPDA ID# 2144

Project Description:

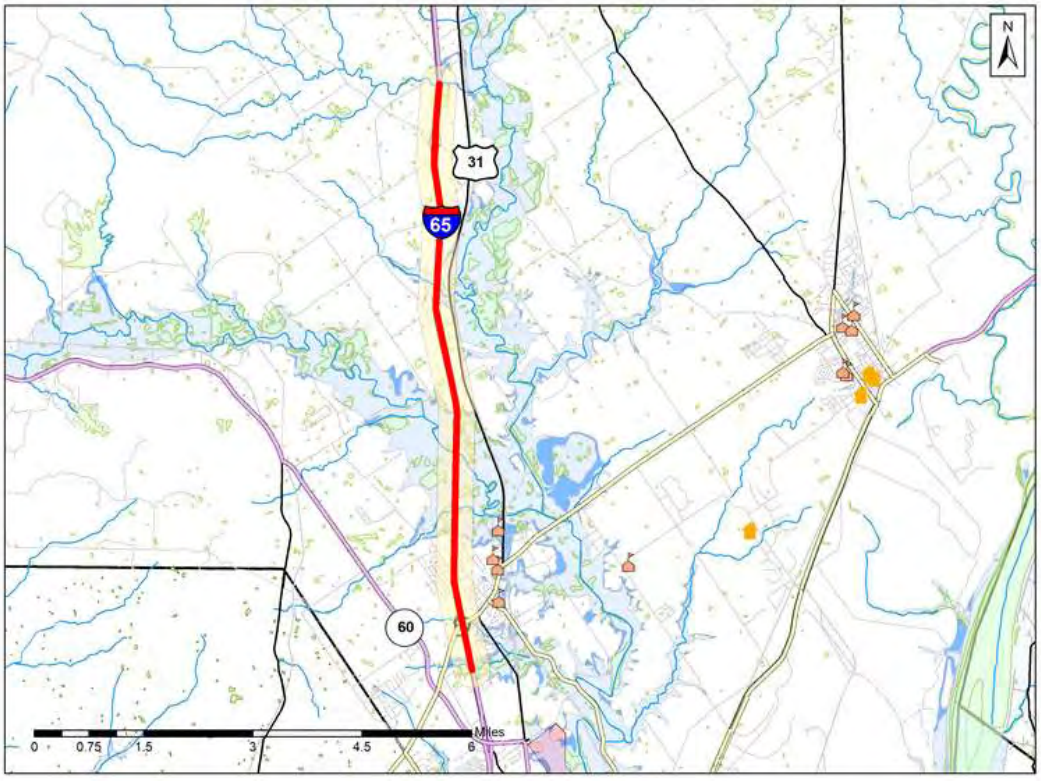
Added travel lane from 1.02 miles north of IN 60 to 2.80 miles south of IN 160 (0.75 miles north of Memphis Road) in Clark County.

Project Purpose:

To provide safety and relieve congestion. The major moves 2020 trust fund is established, to be used exclusively for major highway expansion projects that enhance the ability of goods to be transported in and through Indiana.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $67,650,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 1400597
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I- 65 / 1st Street / Liberty Street — KIPDA ID# 391

Project Description:

I-65/1st Street/Liberty Street Transportation System Management/Transportation Demand Management operational improvements southbound on ramp and intersection.

Project Purpose:

Transportation System Management (TSM) projects are intended to improve the operation capacity of existing roadways and transit. TSM measures may include turn lane installation, individual intersection signal improvements, intersection signal synchronization's within a travel corridor, designation of reversible lanes and high occupancy vehicle lanes.

Transportation Demand Management (TDM) projects are intended to reduce the number of vehicles on the roadways of the community either by encouraging alternate mode or by encouraging increased vehicle occupancy rates. TDM measures include the rideshare program, improvement in bicycle facilities, parking management and the development of pedestrian facilities. Transit improvements can also be considered a TDM measure.

This project will improve traffic flow and safety. Improve access to medical center.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $540,800
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

I- 65 / Exit 112 Landscape & Beautification — KIPDA ID# 1630

Project Description:

Beautification of Exit 112 on I-65, including landscaping, fencing, and concrete stamping in the medians to make the area more inviting to travelers.

Project Purpose:

Contact Agency: Bullitt Co.
County/Counties: Bullitt
Project Cost: $624,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 65 / KY 61

KIPDA ID# 392

I- 65 / Preston Highway

Project Description:

Construct new interchange at I-65 and KY 61 (Preston Highway).

Project Purpose:

Provide access to I-65 for developing area of Bullitt County. Alleviate congestion of existing I-65/KY 44 interchange in Shepherdsville.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $29,218,507
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

I- 71 KIPDA ID# 396

Project Description:

Reconstruct interchange at I-71 and KY 329.

Project Purpose:

This project will improve access to I-71 and improve safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $15,063,000
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08201.01
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

I- 71 KIPDA ID# 952

Project Description:

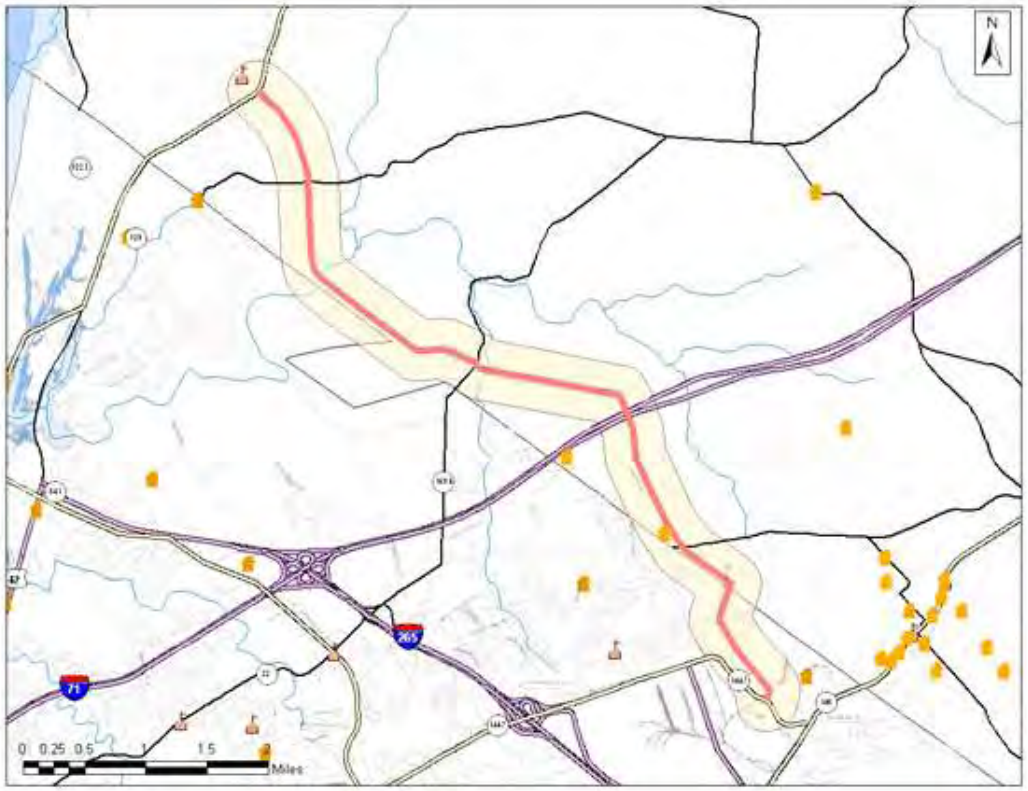
New interchange and connector road from KY 1447 to US 42 with interchange on I-71 near Jefferson/Oldham County border.

Project Purpose:

Provide access to I-71 between I-265 and Crestwood to alleviate congestion on KY 22, US 42, and KY 1694

Contact Agency: KYTC
County/Counties: Jefferson, Oldham
Project Cost: $22,021,418
Estimated Open to Public Year: 2021
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



I- 71 KIPDA ID# 1463

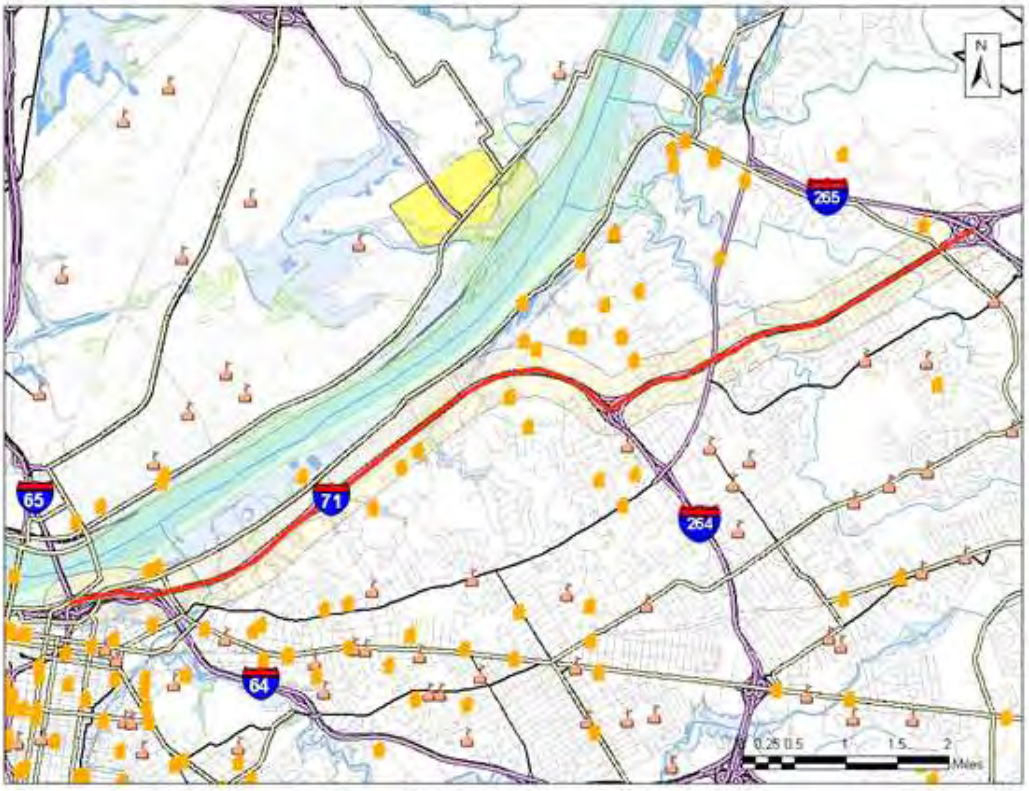
Project Description:

TRIMARC improvements on I-71 from near the Kennedy interchange (MP 0.00) to the Gene Snyder Freeway (MP 9.80). See KIPDA #133.

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $7,566,608
Estimated Open to Public Year: 2021
Introduced to the Plan: 8 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00048.90
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑



I- 71 KIPDA ID# 1478

Project Description:

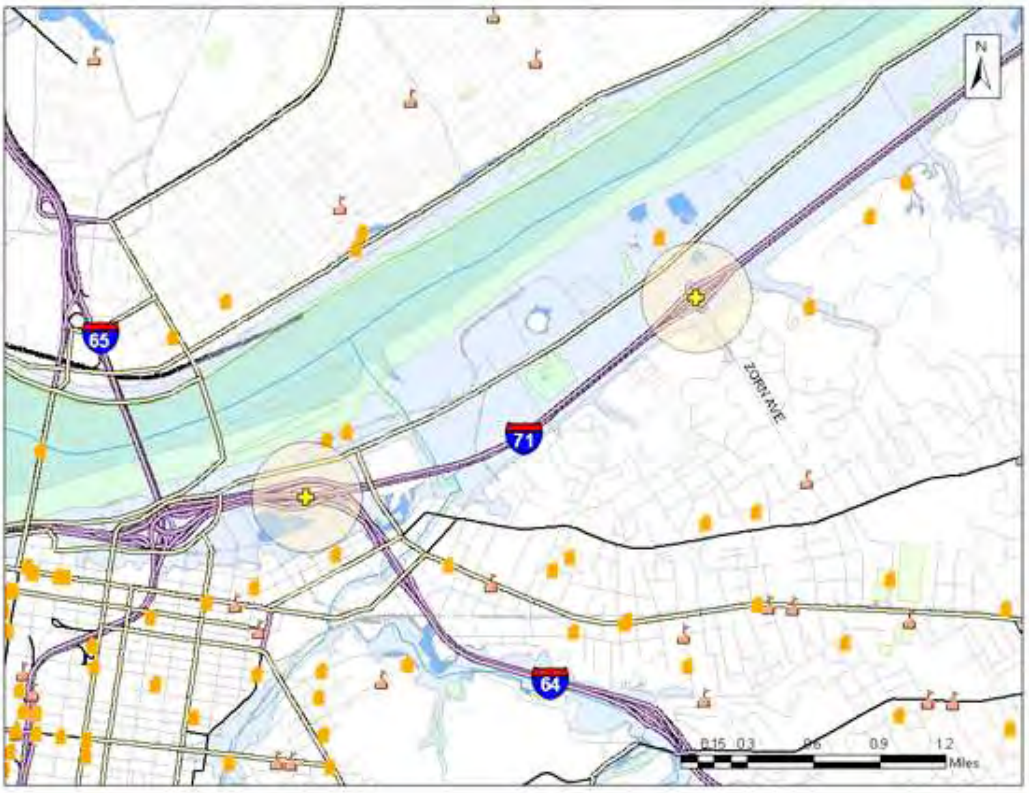
Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Avenue Interchange. Project length is 1.5 miles

Project Purpose:

Improve access to Kennedy Zorn Avenue interchanges, reduce congestion and improve safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $24,450,044
Estimated Open to Public Year: 2019
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00048.10
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I- 71 KIPDA ID# 1480

Project Description:

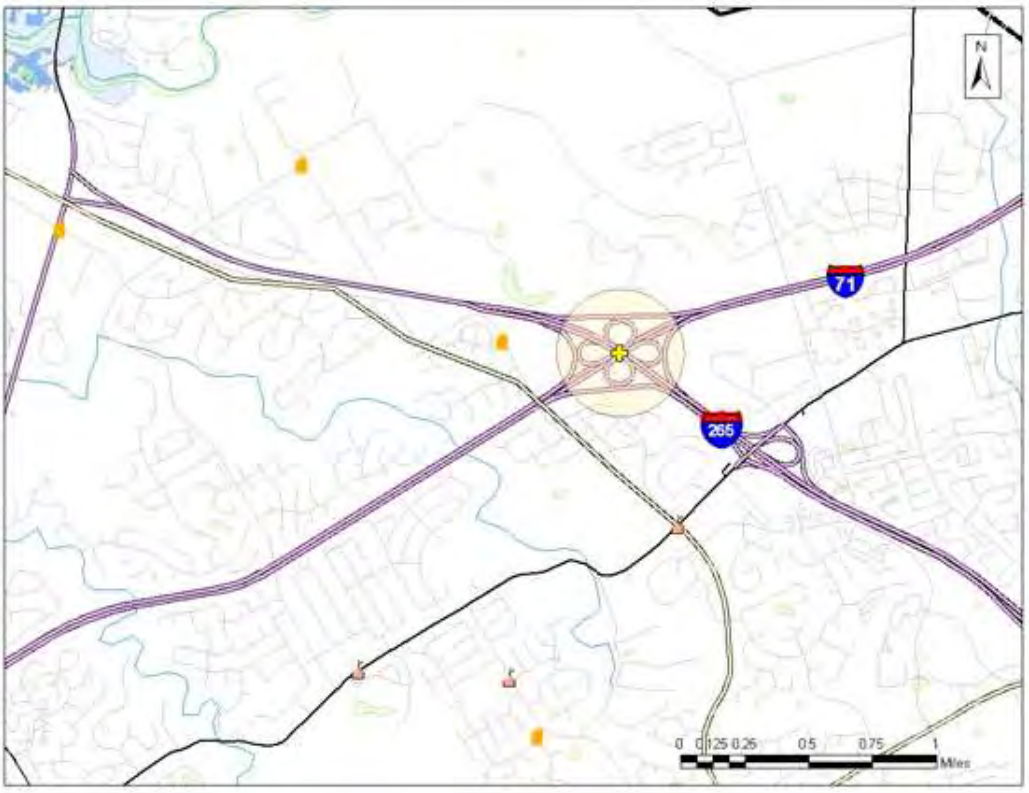
Reconstruction of the I-71/I-265 (Gene Snyder Freeway) interchange including a possible flyover ramp from I-265 northbound to I-71 southbound.

Project Purpose:

Reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $90,138,113
Estimated Open to Public Year: 2020
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00048.30
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I- 71 KIPDA ID# 2152

Project Description:

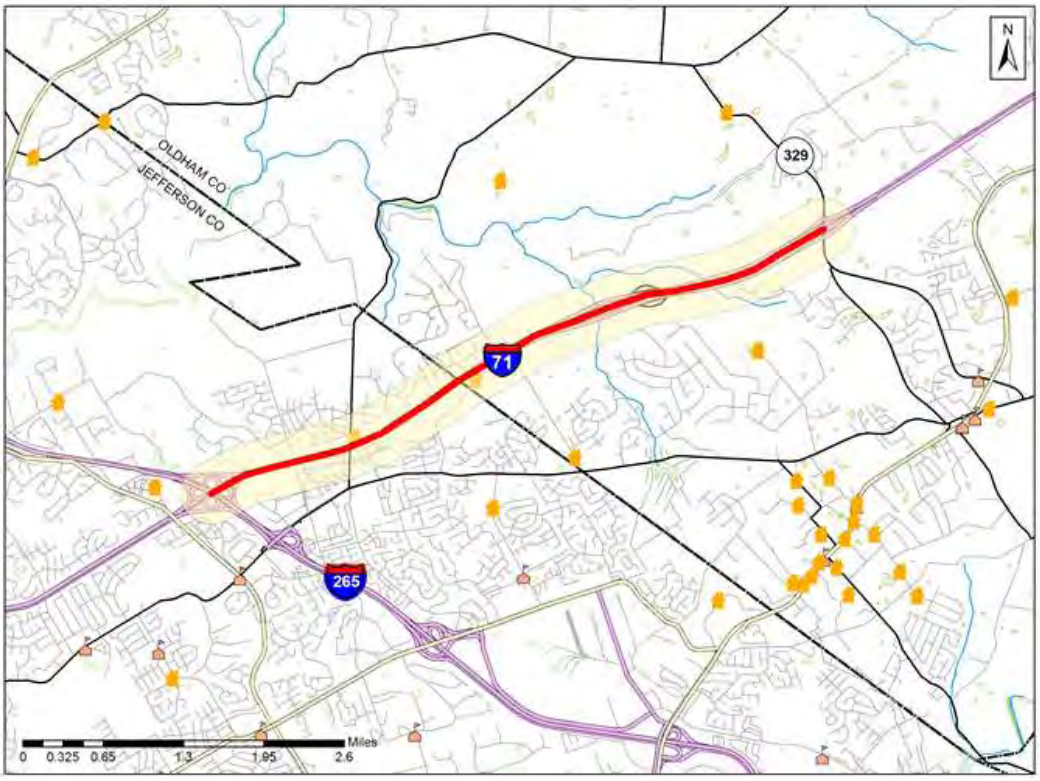
Widen priority section of I-71 between I-265 and Crestwood from 4 to 6 lanes.

Project Purpose:

This project will increase safety and improve congestion.

Contact Agency: KYTC
County/Counties: Jefferson, Oldham
Project Cost: $50,000,000
Estimated Open to Public Year: 2024
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00483.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I-264 — KIPDA ID# 400

Henry Watterson Expressway

Project Description:

Reconstruct/Widen Watterson Expressway from Westport Road (KY 1447) to I-71 to 3 lanes in each direction. MP 20.9 to MP 22.6

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $36,200,000
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00594.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

I-264 — KIPDA ID# 404

Henry Watterson Expressway

Project Description:

Reconstruct I-264 (Henry Watterson Expressway) interchange at US 42 (Brownsboro Road).

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $64,041,094
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

I-264 — KIPDA ID# 516

Henry Watterson Expressway

Project Description:

Construct new I-264 (Henry Watterson Expressway) interchange at KY 1931 (Manslick Road).

Project Purpose:

This project will provide interstate access to and from KY 1931 (Manslick Road).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $25,000,000
Estimated Open to Public Year: 2025
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08405.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

I-264 — KIPDA ID# 1016

Henry Watterson Expressway

Project Description:

Power wash and paint all steel bridges and steel bearings on I-264 (Henry Watterson Expressway).

Project Purpose:

Infrastructure preservation.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $20,000,000
Estimated Open to Public Year: 2018
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00015.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

I-264 — KIPDA ID# 1762

Shawnee Expressway

Project Description:

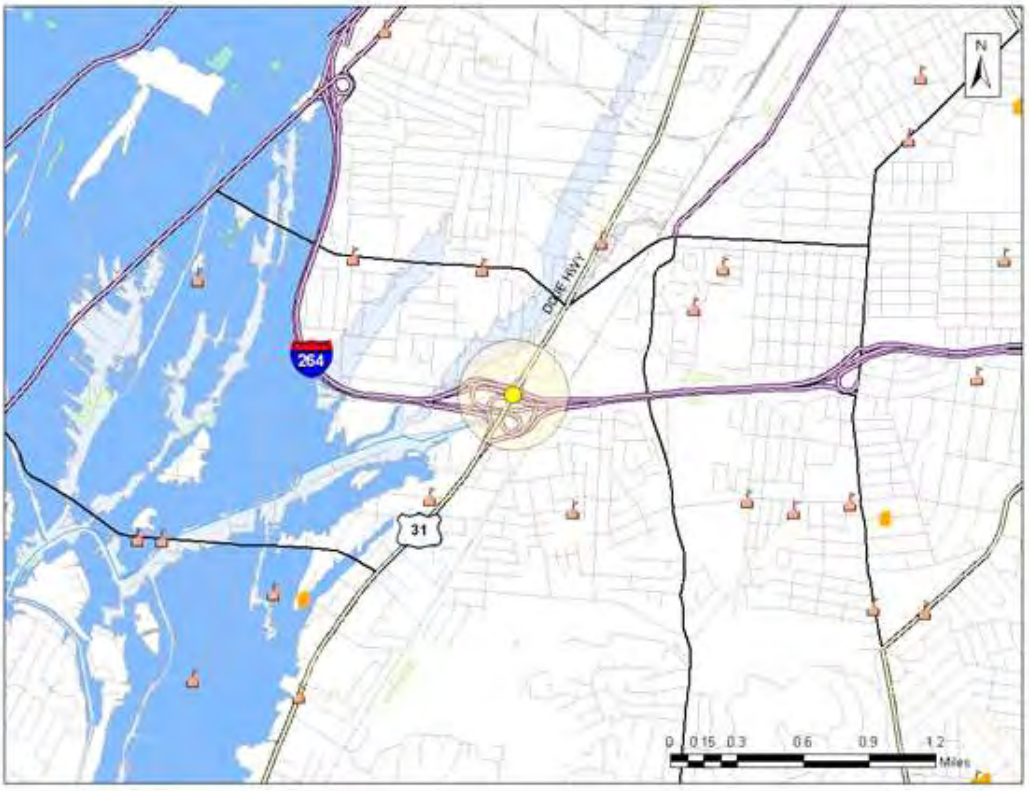
Landscaping I-264 (Shawnee Expressway) at Dixie Highway.

Project Purpose:

Landscaping

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,020,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 2000.76
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I-264 KIPDA ID# 2149

Project Description:

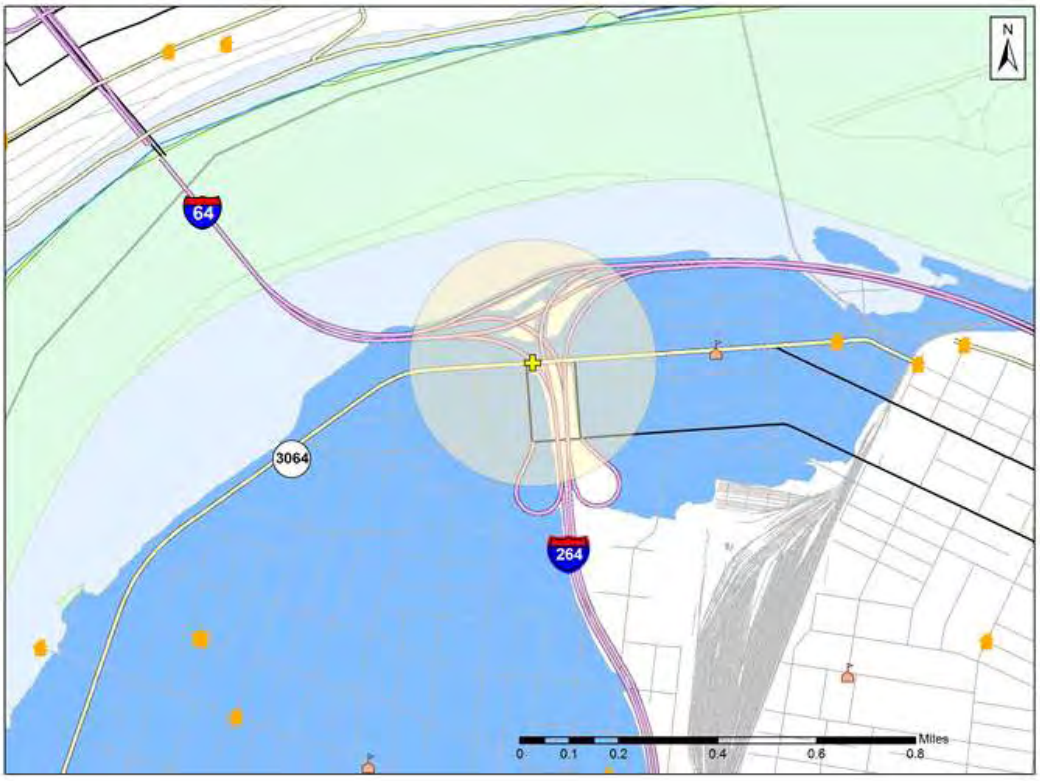
Replace I-264 EB Bridge over Northwestern Parkway (KY 3064).

Project Purpose:

This project will improve the safety of the bridge.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $2,500,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 01073.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



I-264 KIPDA ID# 2157

Project Description:

Phase 2. Clean and paint steel bridges and steel bearings on the Watterson Expressway (I-264).

Project Purpose:

Maintenance of the bridges.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $3,370,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00015.20
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

I-264 KIPDA ID# 2158

Project Description:

Phase 3: Clean and paint steel bridges and steel bearings on the Watterson Expressway (I-264).

Project Purpose:

Bridge maintenance.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,360,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00015.30
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

I-264 — KIPDA ID# 2159

Shawnee Expressway

Project Description:

Shawnee Expressway landscaping; I-264 fencing project.

Project Purpose:

Beautification/rehabilitation of I-264 (Shawnee Expressway).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $110,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 02000.77
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

I-264 / I- 64 — KIPDA ID# 397

Henry Watterson Expressway / I- 64

Project Description:

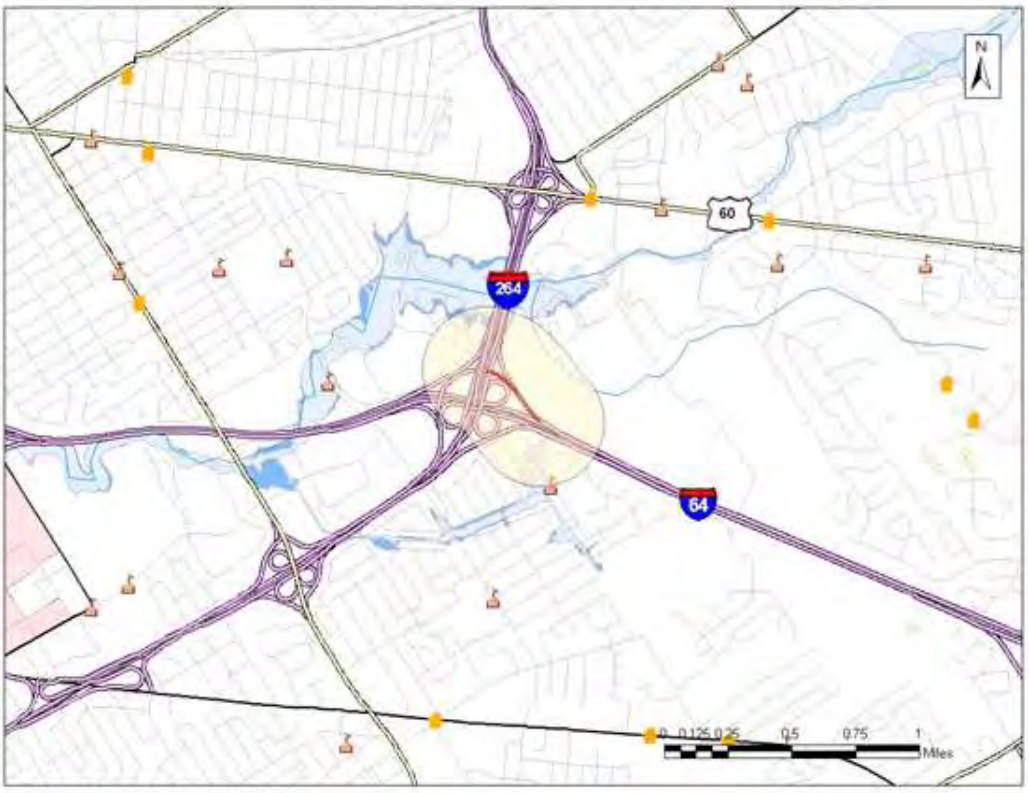
Widen ramp from westbound I-64 to westbound I-264 (Henry Watterson Expressway) from 1 to 2 lanes and other needed improvements to address the weave issues at merge on I-264.

Project Purpose:

This project will improve safety and reduce traffic congestion. Add lane to exit ramp

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $26,910,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00159.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



I-264/KY 1865 — KIPDA ID# 2163

Pedestrian Overpass

Project Description:

Rebuild the entrance to the pedestrian overpass on Taylor Boulevard over the Watterson Expressway.

Project Purpose:

Improve safety of pedestrians at the I-264 (Watterson Expressway)/KY 1865 (Taylor Boulevard) pedestrian overpass.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $300,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08634.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

I-264/US 42 — KIPDA ID# 1922

Ultimate Project to Rebuild Interchange

Project Description:

Reconstruct the Watterson Expressway Interchange at US-42 including slip ramp to KY 22.

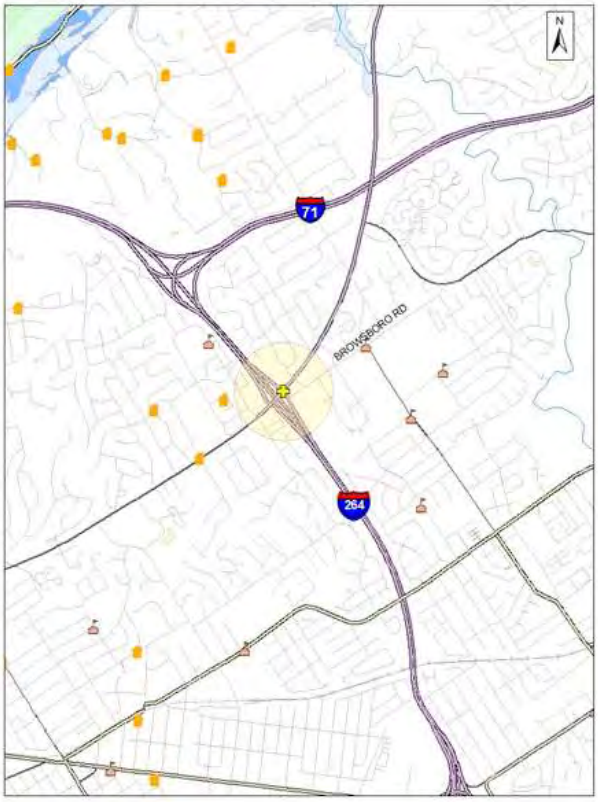
Ultimate rebuild of interchange as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study.

Project Purpose:

Relieve congestion, reduce delay & improve safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $25,800,000
Estimated Open to Public Year: 2022
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00804.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



I-265 KIPDA ID# 179

Gene Snyder Freeway

Project Description:

Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.

Project Purpose:

The purpose of this project is to eliminate the clover-leaf interchange, increase capacity, and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $61,277,500
Estimated Open to Public Year: 2021
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00021.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

I-265 — KIPDA ID# 407

Gene Snyder Freeway

Project Description:

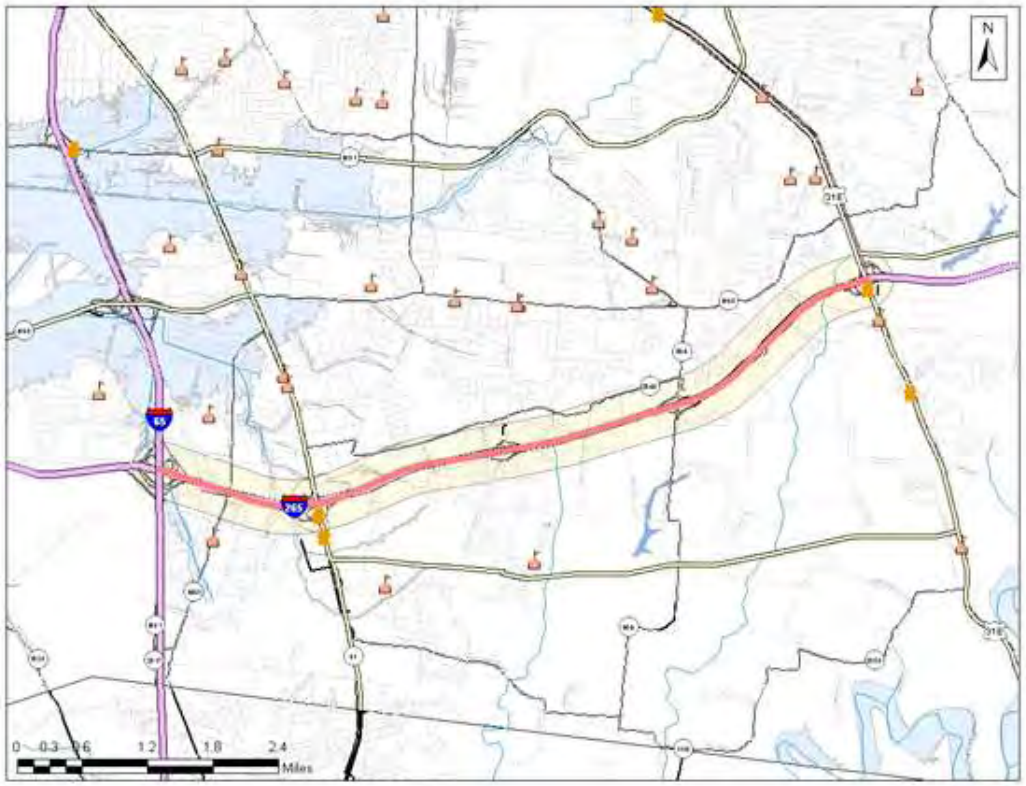
Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from I-65 to US 31E (Bardstown Road). Intent would be to widen to inside. Approximately 7.0 miles.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $65,796,589
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



I-265 — KIPDA ID# 958

Gene Snyder Freeway

Project Description:

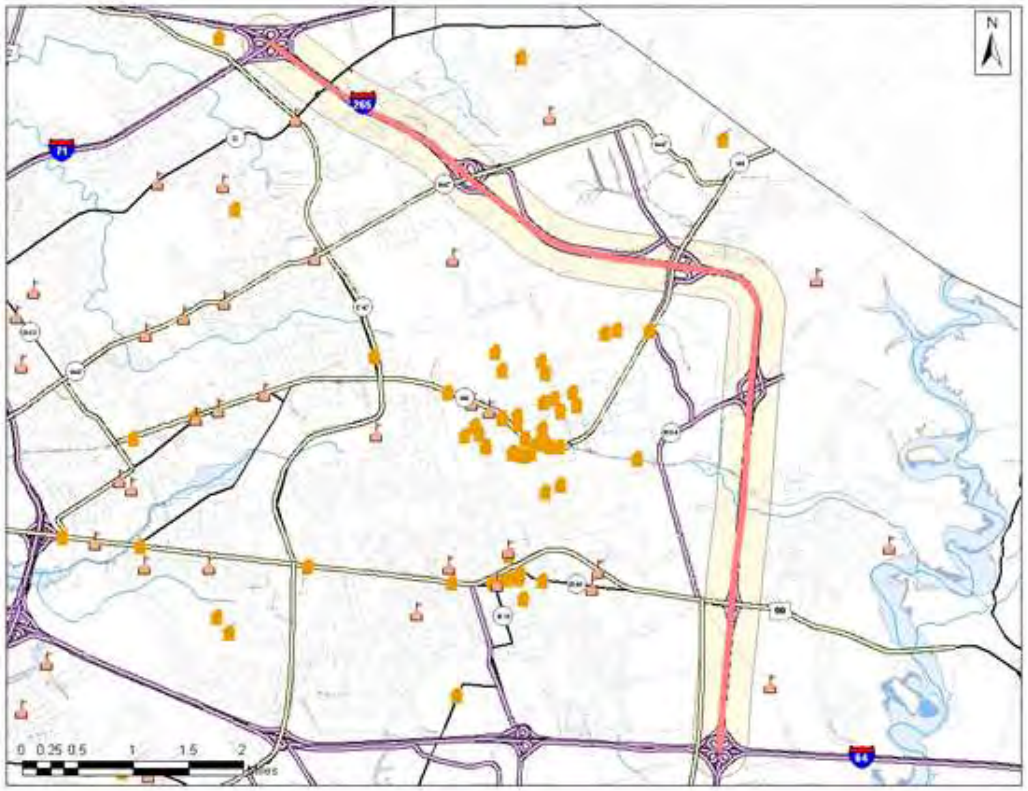
Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from I-64 to I-71. Intent would be to widen to inside. Approximately 9.25 miles.

Project Purpose:

Increase capacity in this busy section of interstate.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $103,617,099
Estimated Open to Public Year: 2018
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



I-265 — KIPDA ID# 959

Gene Snyder Freeway

Project Description:

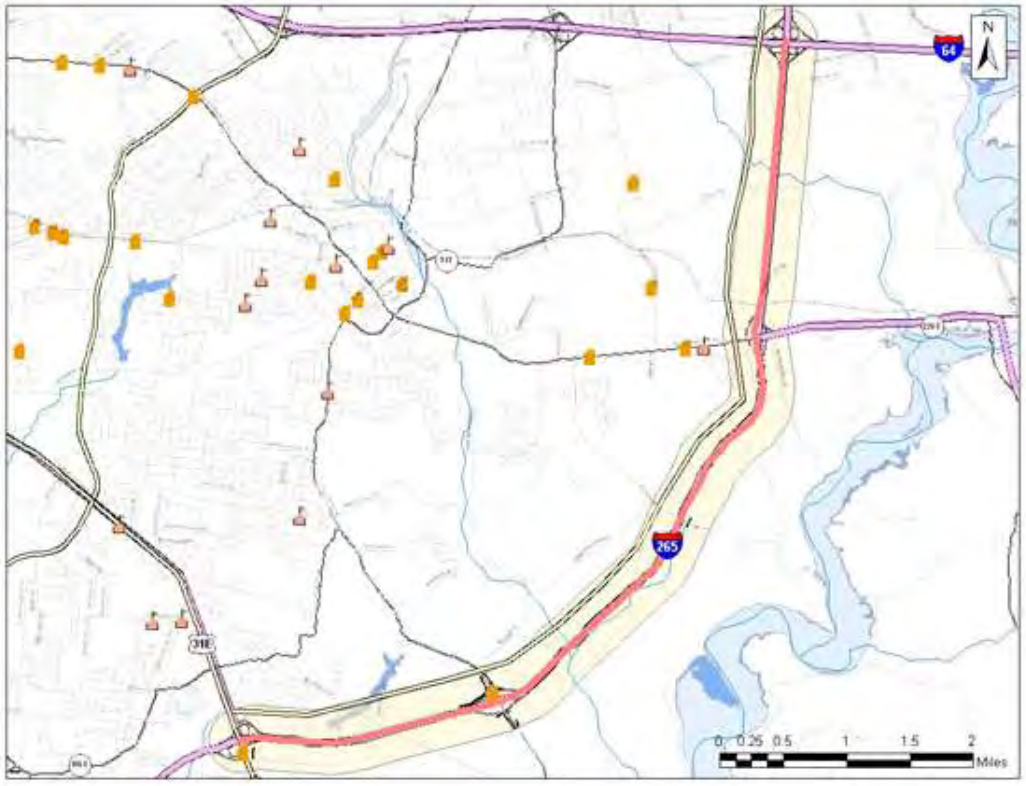
Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from US 31E (Bardstown Road) to I-64. Approximately 8.0 miles.

Project Purpose:

Increase capacity

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $104,057,094
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I-265 — KIPDA ID# 1017

Gene Snyder Freeway

Project Description:

Power wash and paint all steel bridges and steel bearings on I-265 (Gene Snyder Freeway).

Project Purpose:

Infrastructure preservation

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $18,000,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 10 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00136.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

I-265 KIPDA ID# 1482

Project Description:

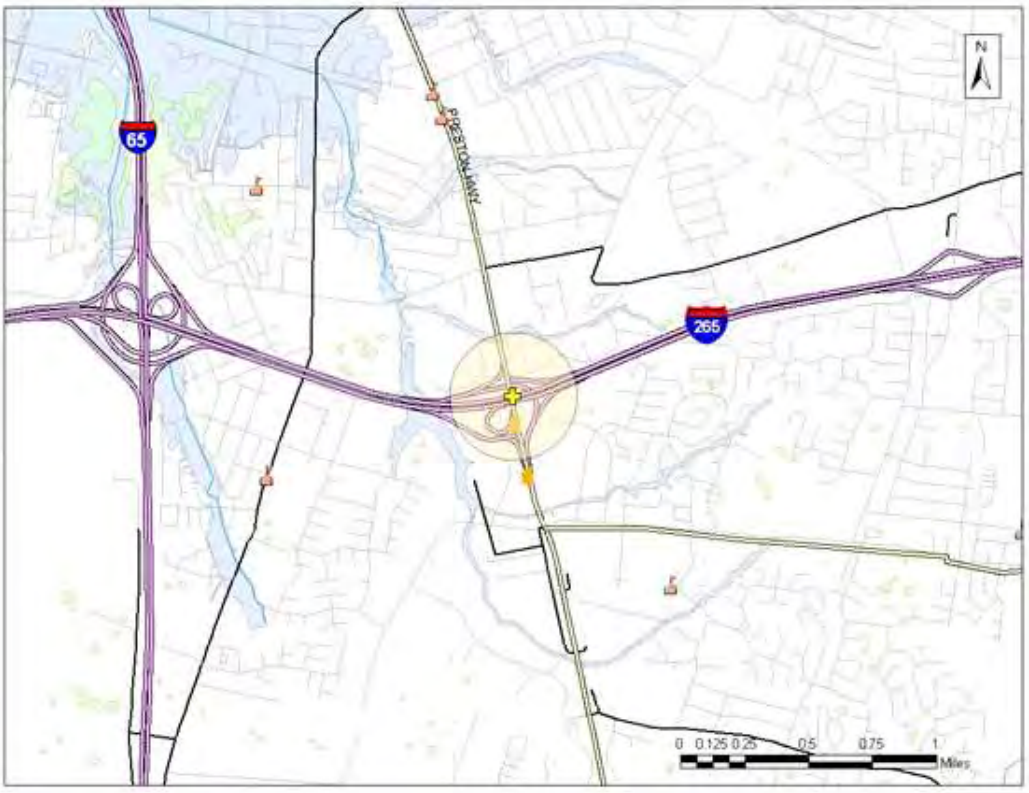
Improve I-265/KY 61 (Preston Highway) interchange as recommended by KIPDA's interchange study including the addition of 1 northbound and 1 southbound lane on Preston Highway from Cooper Chapel Road to the I-265 eastbound ramps.

Project Purpose:

Improve interchange.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,474,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00263.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I-265 KIPDA ID# 1514

Project Description:

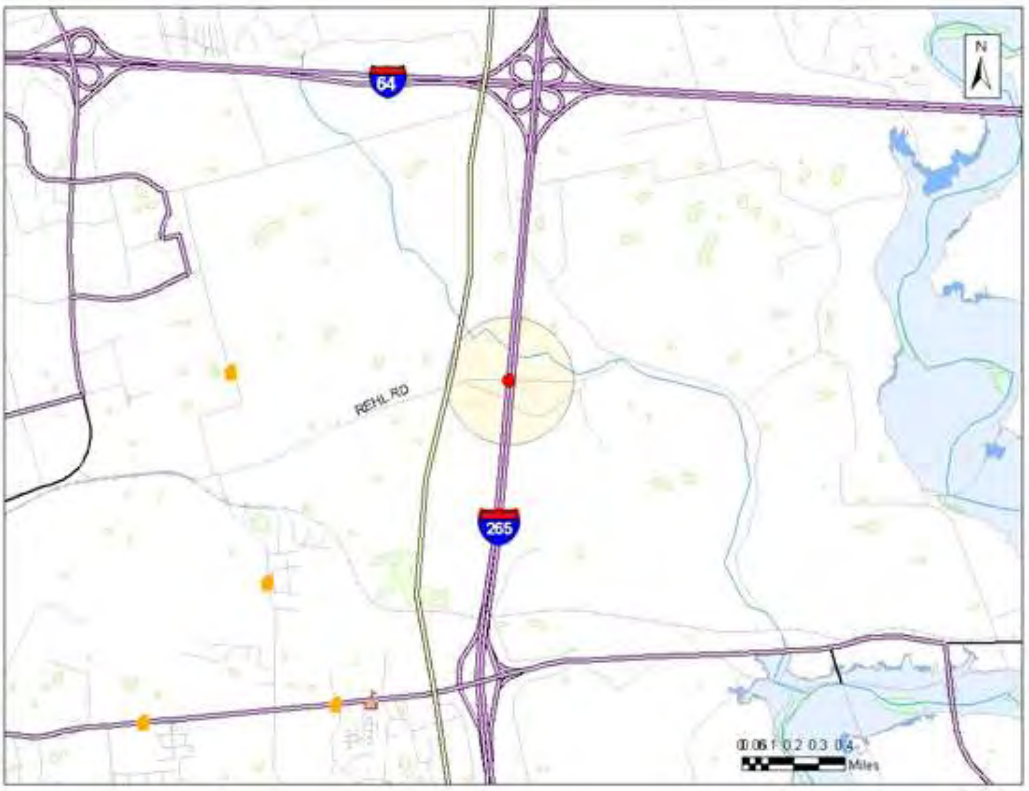
Construct a new interchange on I-265 at Rehl Road.

Project Purpose:

Project will improve access to the rapidly developing area between I-64 and Billtown Road. The interchange will provide interstate access and relieve demand at the Taylorsville Road/I-265 interchange.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $31,586,181
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2007
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



I-265 — KIPDA ID# 2066

Gene Snyder Freeway

Project Description:

Reduce congestion and improve safety at the KY 3084 (Old Henry Road) Interchange. Add a left turn lane to NB exit ramp. Milepoints from 28.28 to 29.1.

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $7,113,800
Estimated Open to Public Year: 2017
Introduced to the Plan: 11 2012
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00474.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

IN 3 KIPDA ID# 1947

Project Description:

Pavement HMA overlay and preventive maintenance on IN 3 from IN 62 to 0.4 miles north of 5th Street.

Project Purpose:

Maintenance and preservation of roadway.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $1,400,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 1005446
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

IN 60 KIPDA ID# 1098

Project Description:

Intersection improvement with added turn lanes at St. Joe Road (west junction), 1.99 miles west of IN 311.

Project Purpose:

To maintain public safety by improving the intersection at IN 60 and St. Joe Road (west junction) by adding turn lanes which will help with traffic flow and mobility.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $777,446
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0100713
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

IN 60 KIPDA ID# 1104

Project Description:

Intersection improvement on IN 60 at St. Joe Road (East Jct.), including adding turn lanes.

Project Purpose:

To maintain public safety by improving the intersection at IN 60 and St. Jor Road by adding turn lanes which will help with traffic flow and mobility.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $875,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0100712
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

IN 60 KIPDA ID# 1565

Project Description:

Intersection improvement at Perry Crossing Road including the addition of turn lanes.

Project Purpose:

To improve safety and help with congestion.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $742,000
Estimated Open to Public Year: 2017
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 0711017
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

IN 60 KIPDA ID# 1970

Project Description:

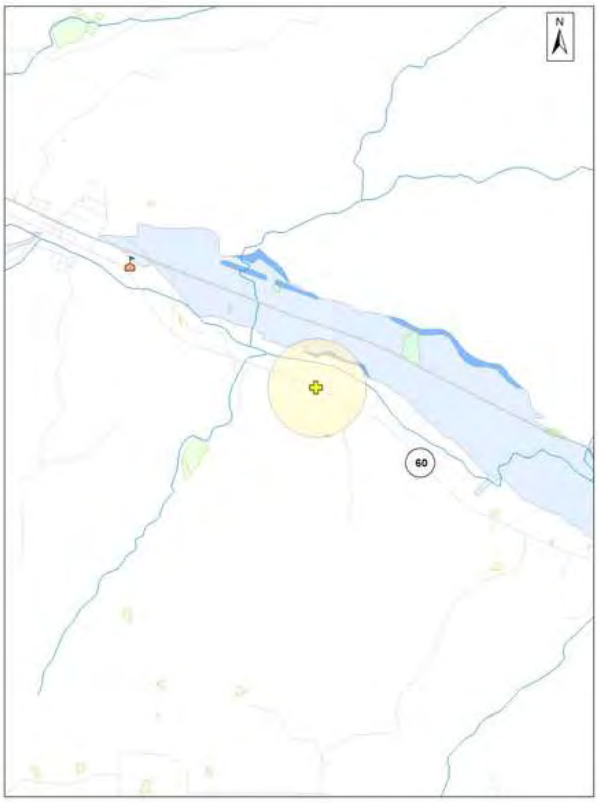
Small structure replacement on SR 60 east of SR 135 at RP 48+80.

Project Purpose:

The current structure is deteriorating and needs replacement.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $641,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1006394
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



IN 64 KIPDA ID# 1343

Project Description:

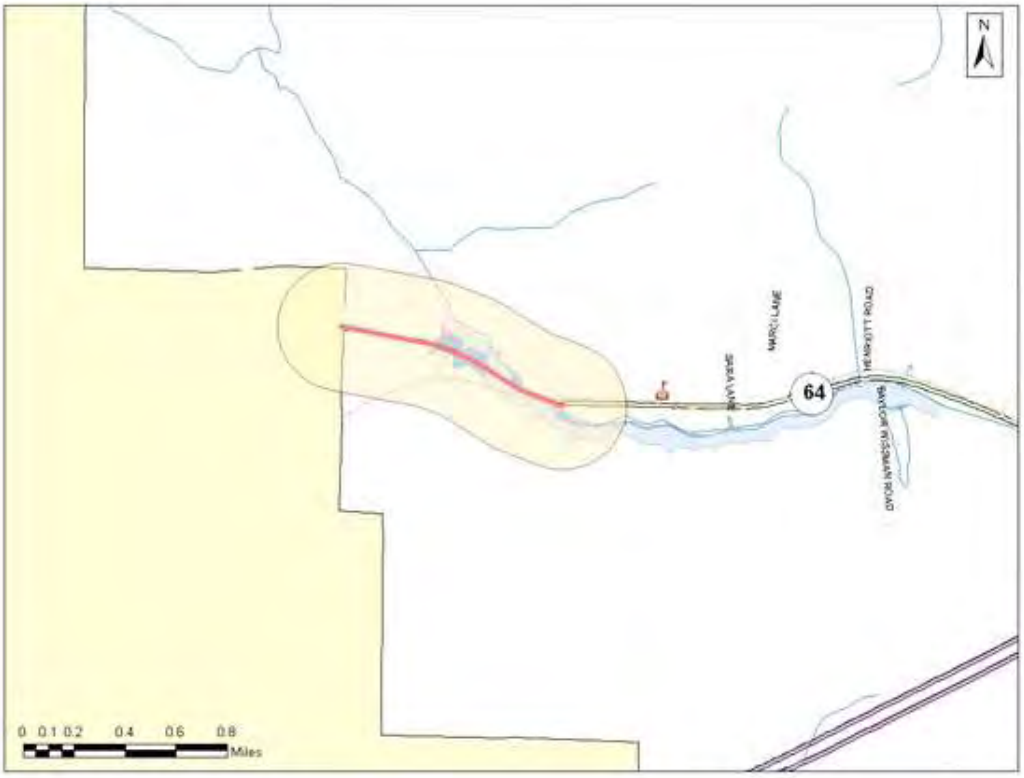
Median construction on IN 64 from 4 miles west of I-64 to 3 miles west (Marci Lane) of I-64 in Georgetown.

Project Purpose:

Relieve congestion inside Georgetown.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $13,855,086
Estimated Open to Public Year: 2021
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: LRP 788
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



IN 64 KIPDA ID# 1950

Project Description:

Road rehabilitation, HMA overlay and preventive maintenance on IN 64 from the Harrison County line to I-64.

Project Purpose:

Maintenance and preservation of roadway.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $1,020,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 0902214
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

IN 64 KIPDA ID# 2028

Project Description:

Installation of a traffic light at intersection of IN 64 and Tunnel Hill Road. Also, the project would include a left turning lane onto Tunnel Hill Road.

Project Purpose:

County is seeking funds to enhance the Tunnel Hill Road and State Road 64 intersection. Recently, the County completed a Master Plan which indicated this area as a potential economic growth corridor.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $505,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

IN 111 Sidewalks/Pedway — KIPDA ID# 986

Grantline Road

Project Description:

Install IN 111 sidewalks/pedway: Segment 1 - Add sidewalks to both sides of Grantline Road from University Woods Drive intersection to north of Klerner Lane.

Project Purpose:

Provide safe walking and or biking means along this urban arterial including access to IUS, Mt. Tabor Elementary School, several commercial areas (including new Wal-Mart Center), community park and established residential areas including several subsidized housing complexes. Reduce air pollution.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $2,495,863
Estimated Open to Public Year: 2017
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

IN 403 KIPDA ID# 1585

Project Description:

Bridge replacement on IN 403 over Silver Creek, 0.98 miles east of US 31 (no additional travel lanes).

Project Purpose:

Bridge replacement, reinforced concrete construction to repair concrete and structural deficiencies to maintain the bridge.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $2,986,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 0800072
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Interstate Traffic Management — KIPDA ID# 133

TRIMARC

Project Description:

Intelligent Transportation Systems (ITS) projects including data collection, evaluation, and implementation for interstates and arterials in the MPO area.

Project Purpose:

Manage traffic flow on interstates in Louisville using TRIMARC message boards.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $109,556,157
Estimated Open to Public Year:
Introduced to the Plan: 5 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 01012.07
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Interstate Traffic Management — KIPDA ID# 315

Project Description:

Interstate Traffic Management: Incident management program on I-65, I-64, and I-265 in Clark and Floyd Counties.

Project Purpose:

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $3,724,909
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0500794
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Jeffersontown to 21st Century Park Bicycle/Pedestrian Trail — KIPDA ID# 2091

Taylorsville Road Corridor

Project Description:

Preliminary Design and Scoping study to determine location of a multi-use bicycle and pedestrian trail project along Taylorsville Road from downtown Jeffersontown to the 21st Century Park.

Project Purpose:

To increase both bicycle and pedestrian movement throughout the city connecting the downtown to the 21st Century Park whereby improving both recreational opportunities for the citizens of the region and creating a direct link to where people work and live.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $231,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Jeffersonville-Charlestown Pike — KIPDA ID# 973

Charlestown Pike

Project Description:

Reconstruct Jeffersonville-Charlestown Pike (Charlestown Pike) existing 2 lane road as a 2 lane road from Hamburg Pike to Holman Lane, adding curbs, gutters and drainage. Add sidewalks to both sides.

Project Purpose:

The project is intended to help accommodate growth in the area, improve existing facility, provide access to Veterans Parkway, and address safety issues.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $3,427,920
Estimated Open to Public Year: 2016
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Job Access & Reverse Commute — KIPDA ID# 486

JARC

Project Description:

JARC is a program of the Federal Transit Administration (FTA) to improve access to locations with high employment concentrations for low income individuals, such as marketing of transit options to and training on the use of transit for new Americans, suburban employment connection shuttles, and suburban/urban employment connector routes.

Project Purpose:

The goal of the Job Access and Reverse Commute program (JARC) is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $3,105,164
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Cannot be mapped.

Johnson School Road — KIPDA ID# 1329

Project Description:

Reconstruct Johnson School Road (no additional lanes) from KY 1065 (Beulah Church Road) to Cedar Creek Road (KY 864).

Project Purpose:

To improve road to current standards in a rapidly growing area and improve safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $14,687,170
Estimated Open to Public Year: 2026
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

K&I Railroad Bridge — KIPDA ID# 867

Project Description:

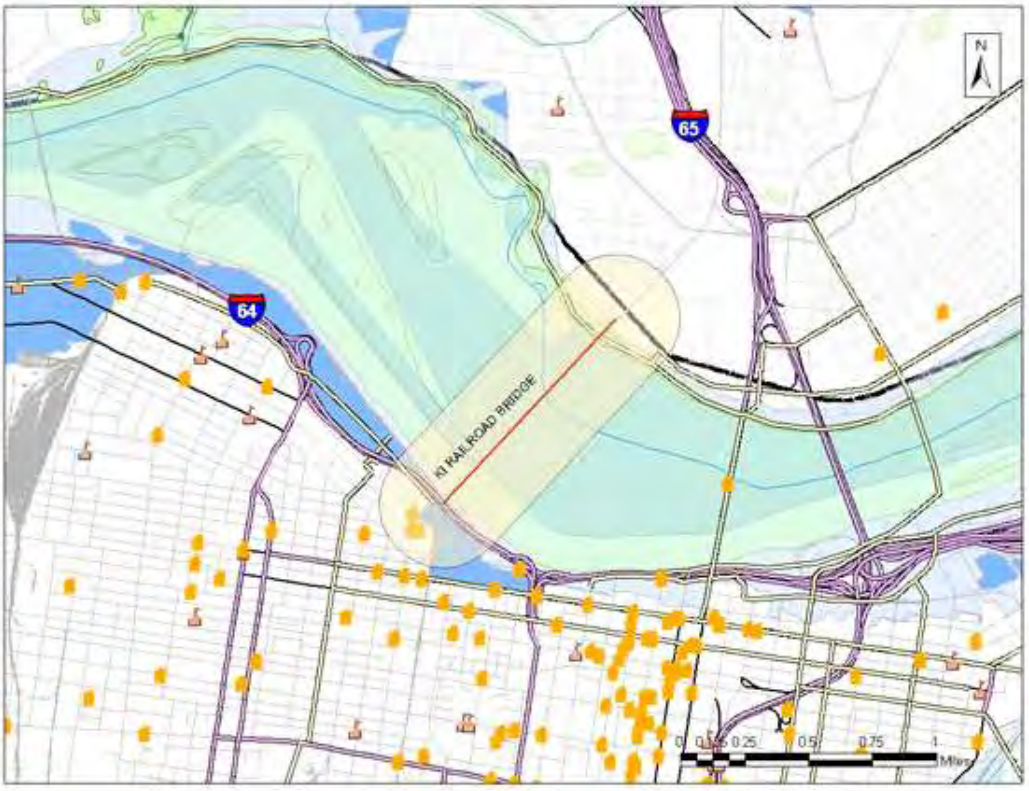
Conversion of the K&I Railroad Bridge into a new multiuse path across the Ohio River.

Project Purpose:

To provide alternate mode multiuse path across river.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $338,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Kentuckiana Air Education — KIPDA ID# 369

KAIRE

Project Description:

Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.

Project Purpose:

Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positibe behavior.

Contact Agency: APCD
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $4,892,000
Estimated Open to Public Year:
Introduced to the Plan: 5 2000
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Kentuckiana Air Education — KIPDA ID# 370

KAIRE

Project Description:

Kentuckiana Air Education (KAIRE): Ozone prevention and awareness program.

Project Purpose:

KAIRE works to encourage voluntary air quality changes through community involvement. The goal is to decrease the area's levels of ground-level ozone and fine particulates.

Contact Agency: APCD
County/Counties: Clark, Floyd
Project Cost: $3,793,500
Estimated Open to Public Year:
Introduced to the Plan: 11 1996
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 1297521
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Kentucky Street — KIPDA ID# 1863

Project Description:

Realign Kentucky Street to connect to Garland Avenue to avoid crossing the P&L railroad.

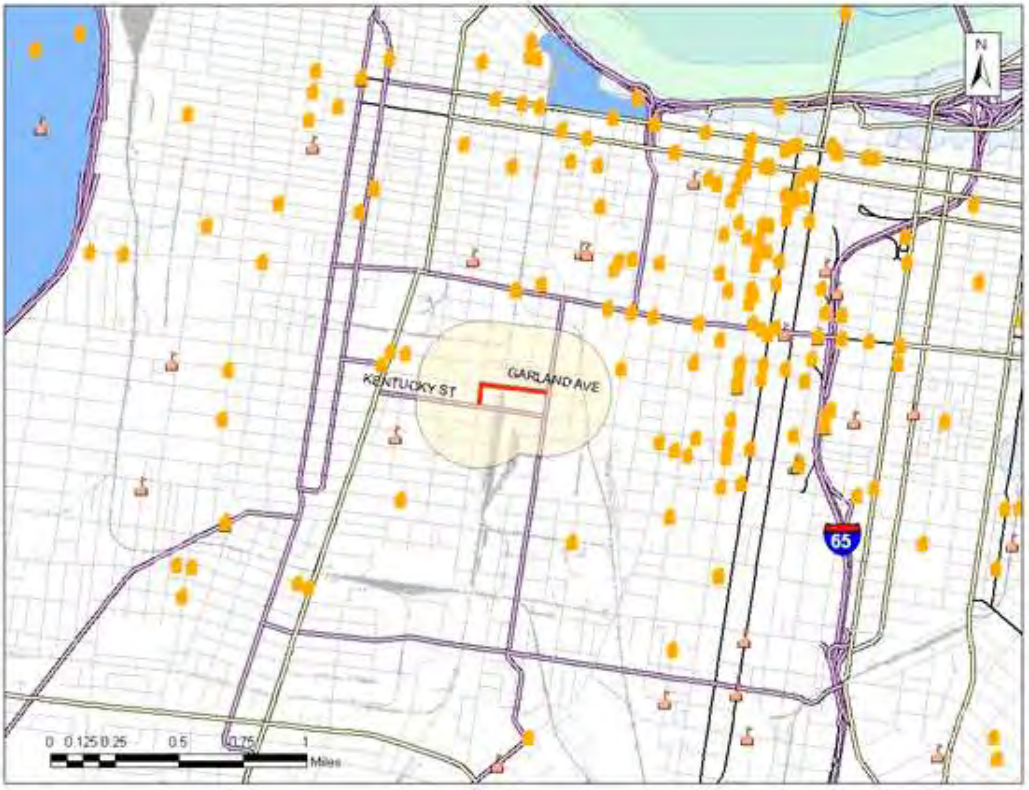
Project Purpose:

There are 10 to 12 tracks that you have to cross at the railyard on Kentucky street. It poses a safety issue. This is an industrial area and tractor trailers avoid this intersection as much as possible. By closing off the RR crossing and realigning Kentucky Street with Garland Avenue (to the north), business traffic will continue to have access; the access will be improved and safer.

Contact Agency: Lou. Metro Econ. Dev.
County/Counties: Jefferson
Project Cost: $624,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Kinnaird Lane — KIPDA ID# 1875

Project Description:

Install 5' wide sidewalk on one side of Kinnaird Lane from Finchley Road to Burnley Road.

Project Purpose:

To provide safe pedestrian route to Crosby Middle School and connections to the surrounding community of Douglass Hills.

Contact Agency: Douglass Hills
County/Counties: Jefferson
Project Cost: $322,413
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 22 KIPDA ID# 412

Project Description:

Widen KY 22 from 2 to 5 lanes (5th lane will be a center turn lane)from just east of KY 1694 to Haunz Lane.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $12,808,257
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

KY 22 KIPDA ID# 414

Project Description:

Widen KY 22 from 2 to 5 lanes (5th lane will be a center turn lane) from Haunz Lane to KY 329.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $14,409,290
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

KY 22 KIPDA ID# 1442

Project Description:

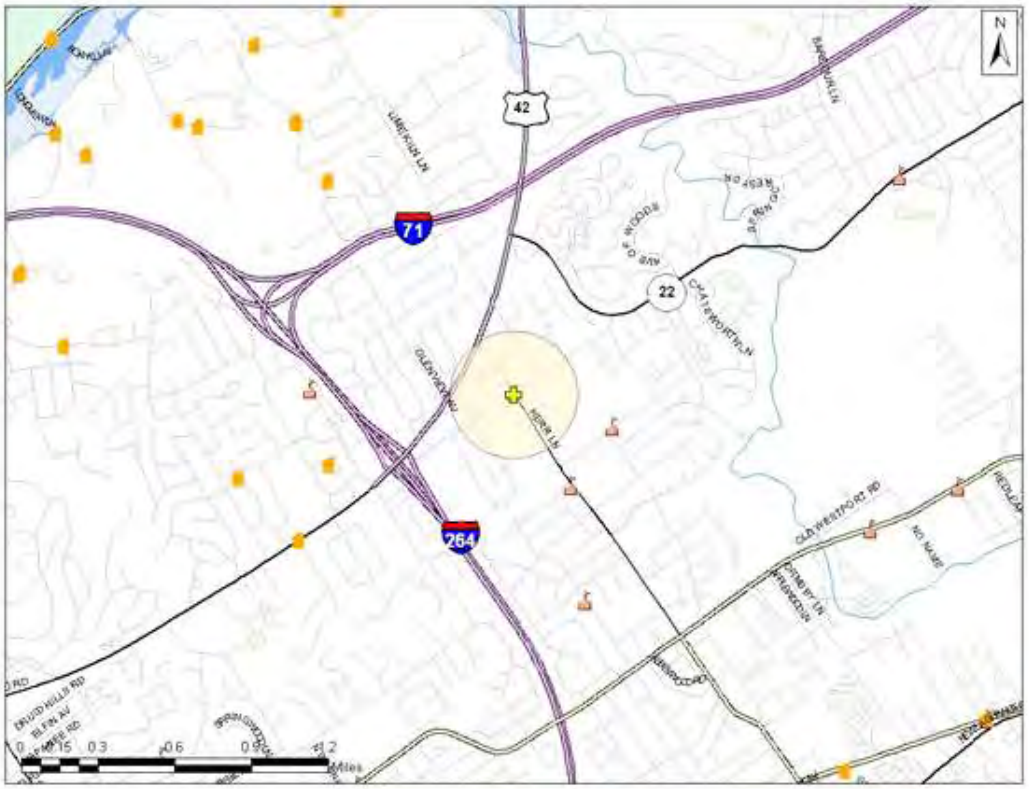
Intersection improvement on KY 22 at KY 2050 (Herr Lane) and the entrance to Ballard High School.

Project Purpose:

Safety concerns and maintain traffic flow

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $5,100,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00371.16
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 22 KIPDA ID# 1443

Project Description:

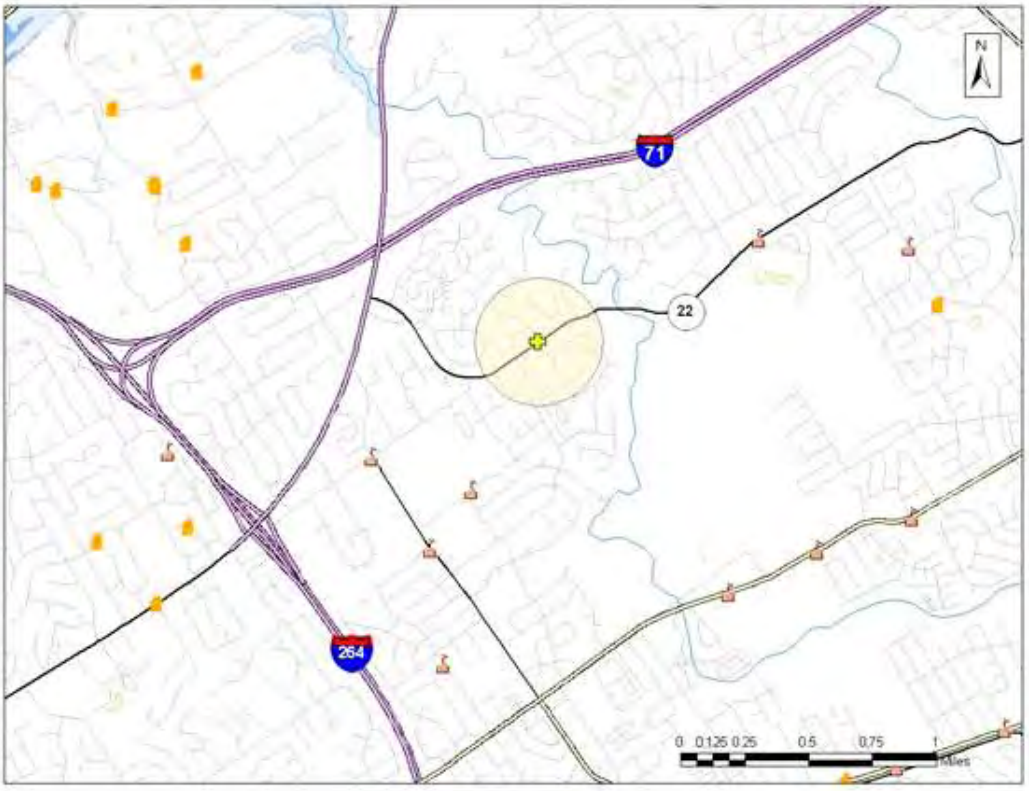
Reconstruct KY 22 at Avenue of the Woods and Chatsworth, including the intersection of KY 22 and Springcrest.

Project Purpose:

Safety Concerns and Maintain Traffic Flow

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,690,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00371.15
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 22 — KIPDA ID# 1444

Project Description:

Reconstruct intersection of KY 22 at Barbour Lane.

Project Purpose:

Project will improve the safety, operation, and congestion of the roadway as sited in the KY 22 Scoping Study in Jefferson and Oldham Counties, prepared by HNTB Corporation, October, 2005.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,872,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00371.14
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 22 KIPDA ID# 1445

Project Description:

Reconstruct intersection of KY 22 at Springcrest Drive.

Project Purpose:

Project will improve the safety, operation, and congestion of the roadway as sited in the KY 22 Scoping Study in Jefferson and Oldham Counties, prepared by HNTB Corporation, October, 2005.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $2,190,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00371.12
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 22 — KIPDA ID# 1446

Project Description:

Reconstruct intersection of KY 22 at Goose Creek Road.

Project Purpose:

Project will improve the safety, operation, and congestion of the roadway as sited in the KY 22 Scoping Study in Jefferson and Oldham Counties, prepared by HNTB Corporation, October, 2005.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $2,950,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00371.13
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 22 — KIPDA ID# 1447

Project Description:

Intersection safety improvements on KY 22 at Ten Broeck Way including providing left turn lanes.

Project Purpose:

The purpose of this project is to improve sight distances, safety, and traffic operations at this intersection. The KY 22 Scoping Study in Jefferson and Oldham Counties prepared by HNTB Corporation, October, 2005, analyzed traffic capacity and crash history on KY 22. This intersection is reported to have the highest crash ratae along the corridor. The addition of a westbound turn lane would reportedly reduce the number of rear end crashes. Also Ten Broeck Way needs to be realigned so that it intersects KY 22 at less of a skew to improve sight distance. The no build would remain at LOS E for the year 2029 whereas building would improve to LOS B.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,092,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00371.11
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 22 — KIPDA ID# 1488

Section 1

Project Description:

Reconstruct KY 22 widening it from 2 to 3 lanes (3rd lane will be a center-turn lane) from KY 329 to KY 329B and from 2 to 5 lanes (5th lane will be a center-turn lane) from KY 329B to Abbott Lane.

Project Purpose:

Project will update the facility to meet existing and future capacity needs and transportation demands, and address safety issues along KY 146 and KY 22 between Pryor Ave. and Abbott Ln. The realignment of KY 22 in the vicinity of Currys fork will address some safety concerns.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $7,160,000
Estimated Open to Public Year: 2021
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00304.10
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 22 — KIPDA ID# 1489

Section 2

Project Description:

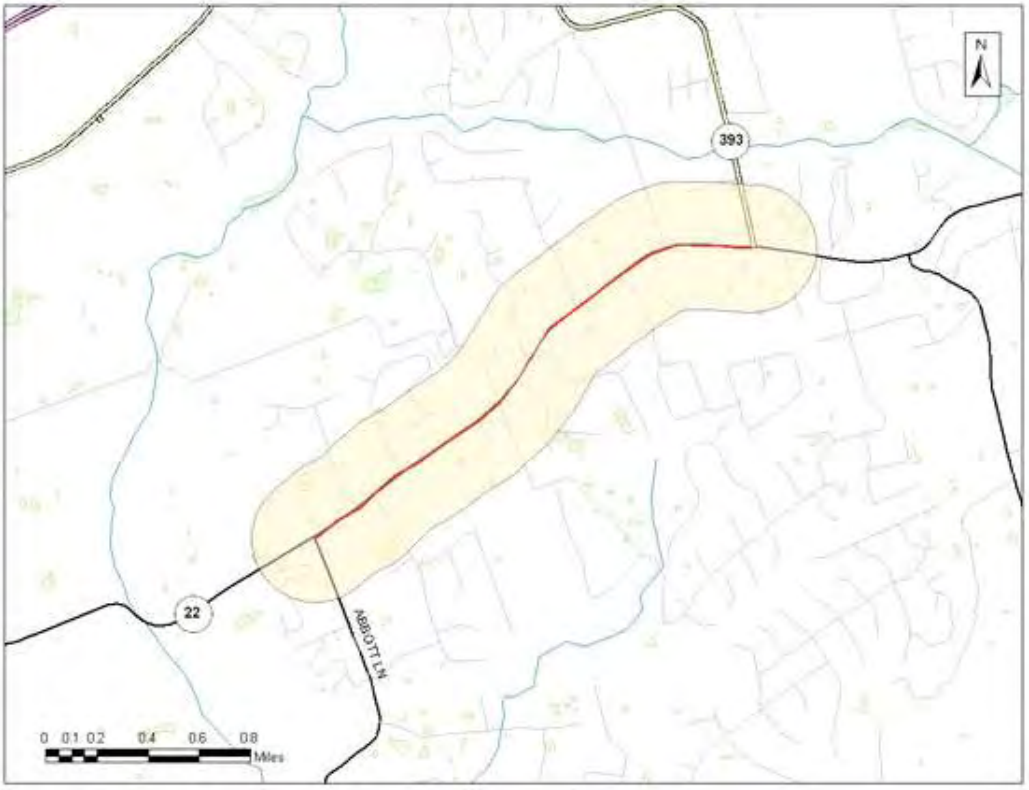
Reconstruct KY-22 to 5-lanes from Abbott Lane to KY-393 intersection and continuing with 3-lanes to old KY-393 (Centerfield Drive). Both segments will have a center turn lane.

Project Purpose:

Project will update the facility to meet existing and future capacity needs and transportation demands, and address safety issues along KY 146 and KY 22 between Abbott Lane and (existing) KY 393.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $17,270,000
Estimated Open to Public Year: 2022
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00304.20
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 22 — KIPDA ID# 1776

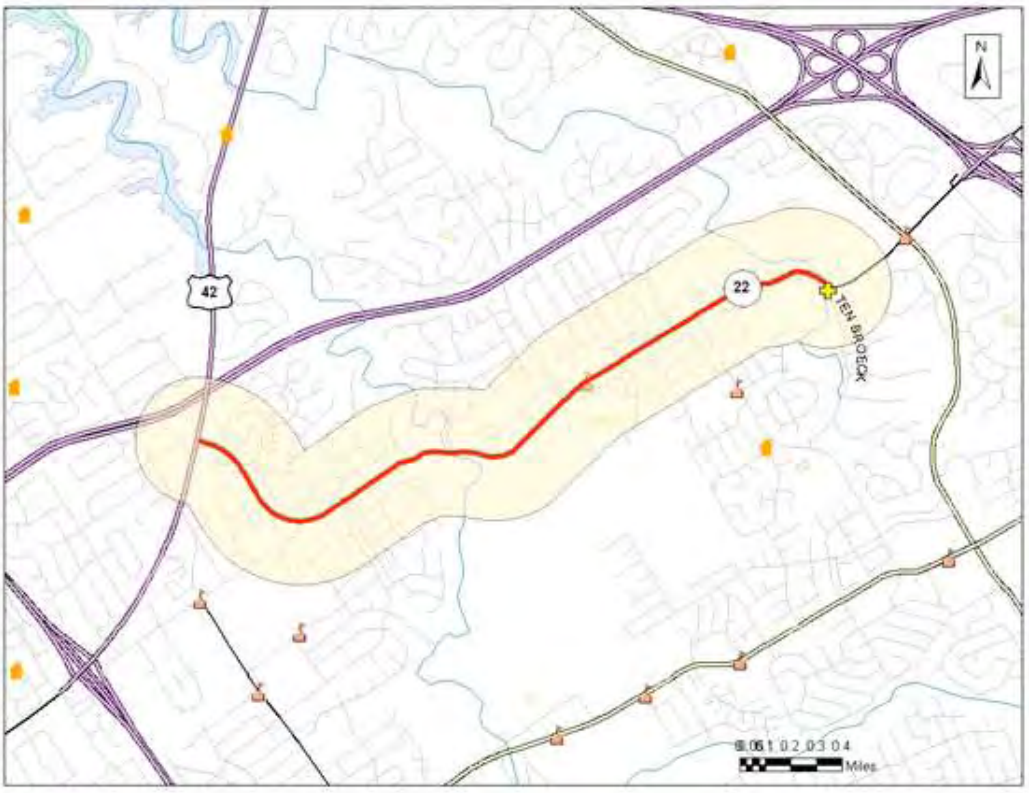
Project Description:

Mill and texture roadway and improve superelevation on KY 22 at Ten Broeck, approx. MP 2.77. Also resurface KY 22 (Brownsboro Road); remove and replace existing guardrail and end treatments; remove, replace, and add additional cribbing.

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $93,878
Estimated Open to Public Year: 2015
Introduced to the Plan: 9 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 22 / KY 329 — KIPDA ID# 1508

Project Description:

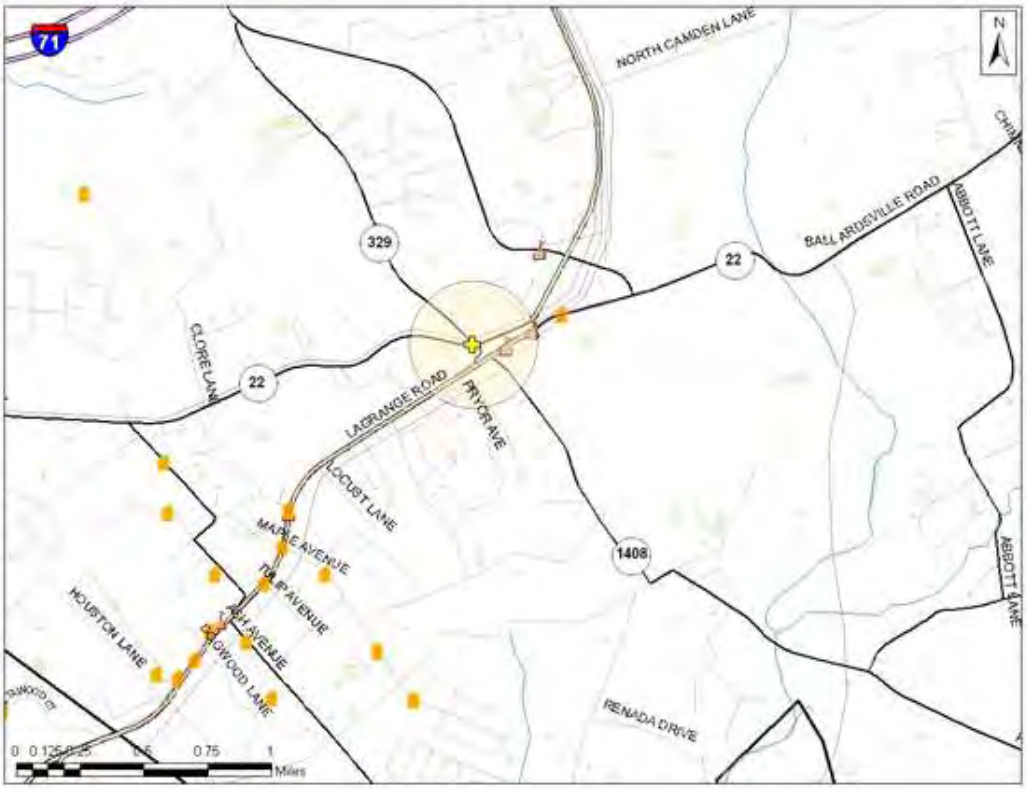
Intersection improvement at KY 22 and KY 329 in Crestwood.

Project Purpose:

Project purpose is to provide relief to a heavily congested intersection.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $4,000,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 1 2007
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00449.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 44 KIPDA ID# 141

Project Description:

Correct KY 44 rock fall hazard at Mile Point 8.5 to Mile Point 8.59.

Project Purpose:

Set back cut slope to provide a safe zone.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $540,800
Estimated Open to Public Year: 2021
Introduced to the Plan: 1 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 05004.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 44 KIPDA ID# 417

Project Description:

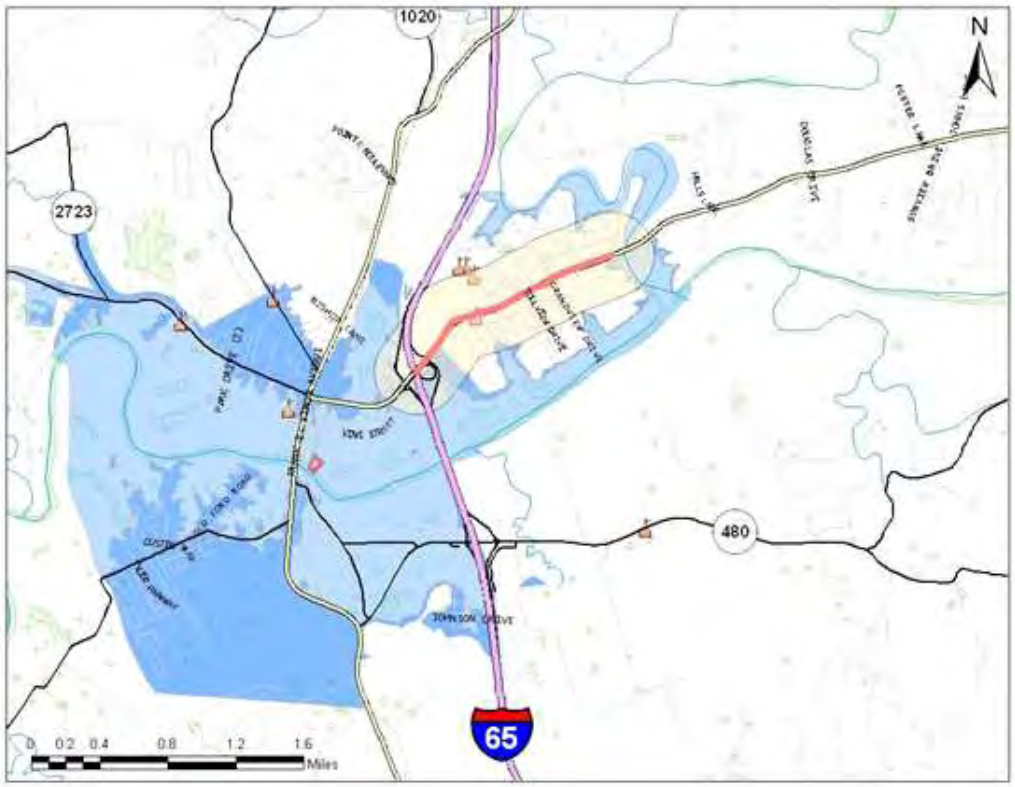
Widen KY 44 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-65 to Floyds Fork Bridge.

Project Purpose:

Improve roadway geometry to correct safety issues and reduce congestion.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $11,698,586
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00150.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 44 — KIPDA ID# 493

Mount Washington-Taylorsville Road

Project Description:

Reconstruct and add center turn lane (2 to 3 lanes) from Mount Washington Bypass to 2.0 miles east of Mount Washington Bypass.

Project Purpose:

Improve safety and reduce congestion. The project is also intended to alleviate current and projected KY 44 traffic congestion, accommodate increasing commercial and industrial traffic, decrease crash rates on these routes, accommodate future population growth, and improve access for recreation/tourism traffic to Taylorsville Lake.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $7,860,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 7 2000
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00347.50
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 44 KIPDA ID# 1465

Project Description:

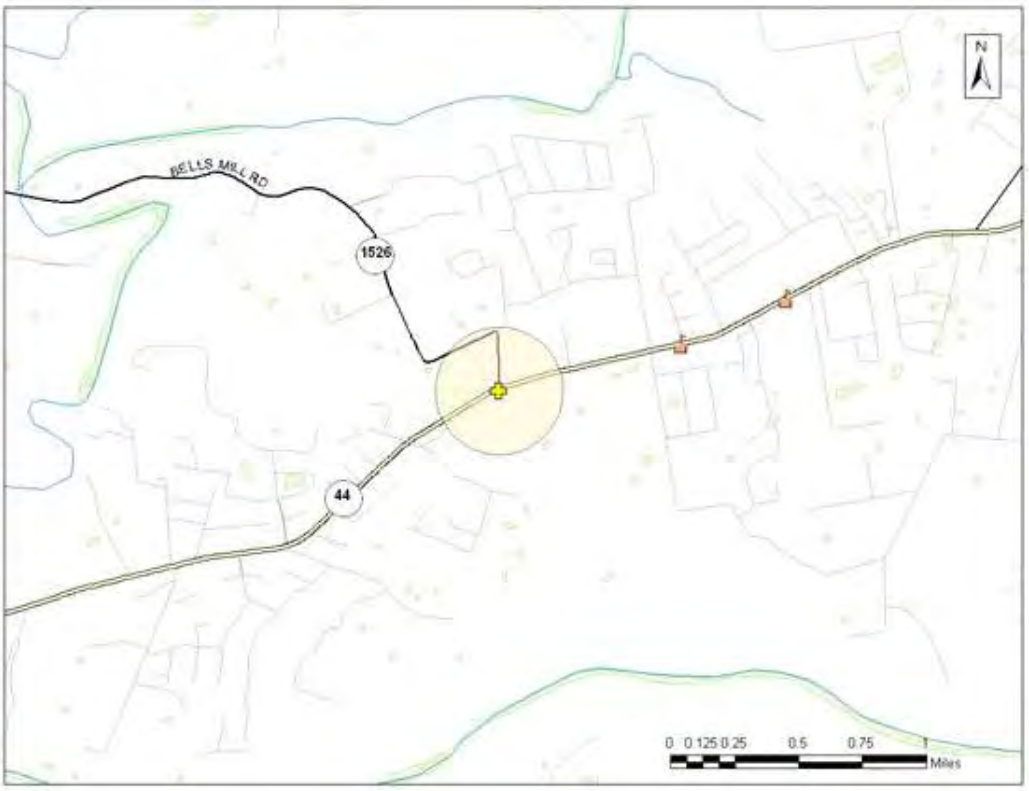
Reconstruct KY 44 at Bells Mill Road to align the intersection with addition of left turn lane on KY 44.

Project Purpose:

Purpose is to improve the safety for turning movements. A detailed study of capacity and crash analysis prepared by the Planning Division identified this intersection as one which a KYTC added turn lane would improve traffic flow and enhance safety. Bells Mill Rd. (KY 1526) currently intersects KY 44 at approximately 15 degrees skew to a right angle. Due to lack of turning lanes on all approaches, traffic backs up behind vehicles making the left turn movement daring high levels of vollumes from KY 44 to KY 1526 and from KY 1526 to KY 44. Accident data verifies these left turn movements are difficult during heavy periods of traffic.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $2,375,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00150.10
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 44 — KIPDA ID# 1466

Project Description:

Reconstruct KY 44 at Bogard/Lloyd Lane; align intersection and add left turn lanes on KY 44.

Project Purpose:

Purpose is to improve the safety for turning movements. A detailed study of capacity and crash analysis prepared by the Planning Division identified this intersection as one which a KYTC added turn lane would improve traffic flow and enhance safety. Due to lack of turning lanes on KY 44 at Bogard and Lloyd Lanes, during high levels of volume, traffic backs up behind vehicles attempting the left turn movements from KY 44. Accident data also verifies these turn movemens to be difficult during periods of heavy volume. Further, escalating the need for this project is the volum of traffic moving into Pleasant Grove Elementary School from both KY 44 and Bogard Lane.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $3,385,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 8 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00150.20
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 44 KIPDA ID# 1468

Project Description:

Reconstruct KY 44 at Armstrong/Fisher Lane with addition of left turn lanes on KY 44.

Project Purpose:

Purpose is to improve the safety for turning movements. A detailed study of capacity and crash analysis prepared by the Planning Division identified this intersection as one which a KYTC added turn lane would improve traffic flow and enhance safety. Due to lack of truning lanes on KY 44, traffic backs up behind vehicles attempting to make left turn movements from KY 44 during periods of high volume. Additionally, Fisher lane intersects KY 44 approximately 350 feet east of Armstrong Lane and an intersection site distance problem exists due to the existing KY 44 profile. Accident data also verifies turning movements to be difficult and dangerous during periods of high volume.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $3,300,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00150.30
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 44 KIPDA ID# 1491

Project Description:

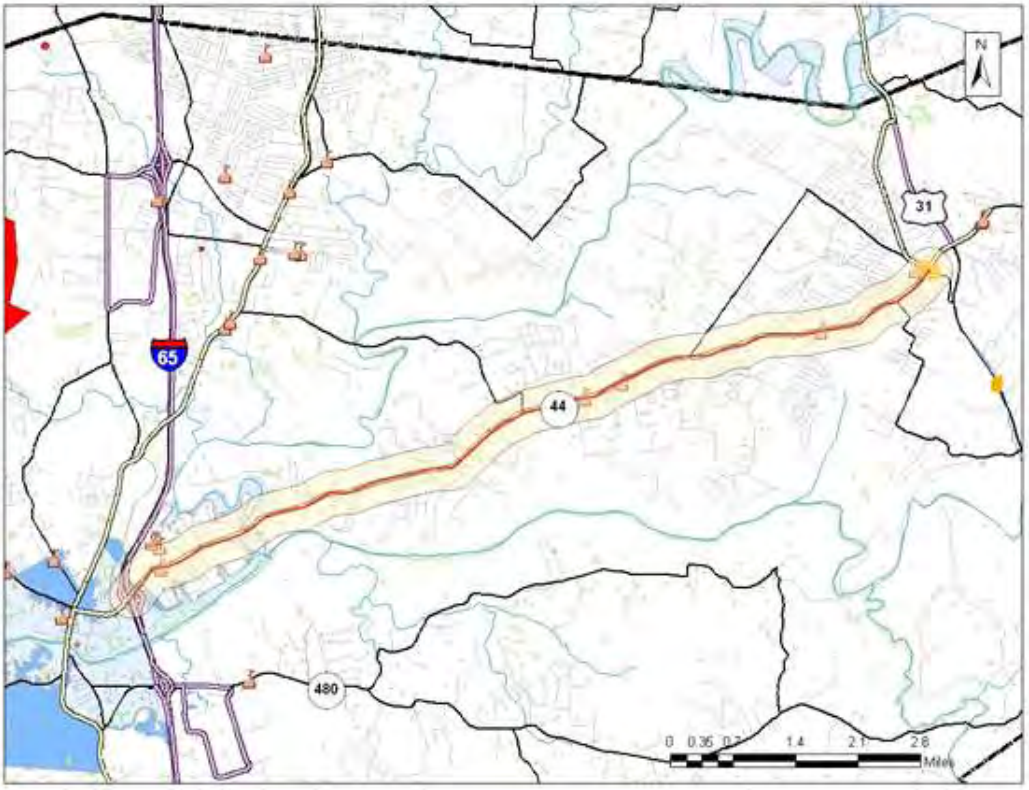
Reconstruct KY 44 widening it from 2 to 5 lanes (5th lane will be a center-turn lane) from I-65 to Mount Washington.

Project Purpose:

KY 44 is the only highway corridor connecting the cities of Shepherdsville and Mt. Washington, and is gradually changing from rural to an urban character with the addition of more subdivisions and businesses. The existing 2 lane carries high traffic volumes experiencing levels of service D and E. The overall critical rate factor (CRF) for the corridor is nearly 1.5 with 50% being rear end crashes. Better access is needed for emergency vehicles. A 3 lane improvement would not significantly add more future capacity. The typical ADT will approach 20,000 vehicles per day in 2030. As recommended by the study and since volume will exceed 3 lane capacity, Phase I plans are needed for a 5 lane improvement.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $3,000,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00150.01
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 44 — KIPDA ID# 1925

Section 1

Project Description:

Reconstruct and widen KY-44 Section 1 from 2 to 5 lanes (5th lane will be a center turn lane) from US-31E eastward to Parkland Tr./Winning Colors Drive.

Project Purpose:

Improve safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $9,946,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00347.51
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

KY 44 — KIPDA ID# 1926

Section 2

Project Description:

Reconstruct and widen KY-44 Section 2 from 2 to 3 lanes (3rd lane will be a center turn lane) from Parkland Tr./Winning Colors Drive eastward to Kings Church Rd. (KY 1319).

Project Purpose:

Improve safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $8,760,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00347.56
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 44 Bridge — KIPDA ID# 2115

Project Description:

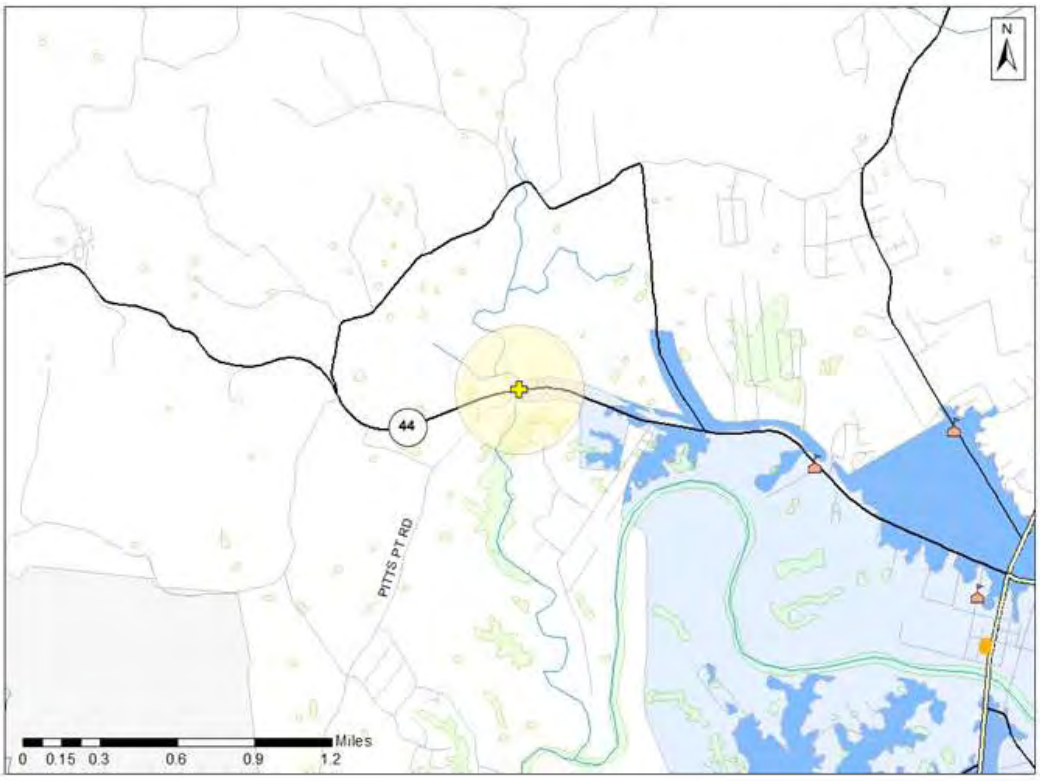
Rehabilitate bridge approaches on bridge ID #015B00020N in Bullitt County. MP 10.00 to MP 10.250

Project Purpose:

This project will improve safety and reliability.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $1,400,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 44 East — KIPDA ID# 1114

Project Description:

This project is designed for safety improvements to the older sidewalks in the city. They will be made 4" thick. The costs are based on bidding the job to an outside contractor. The sidewalks to be replaced will be on KY 44 E. beginning at the Board of Education lot to Lee's Vallet Road in Sycamore Bend subdivision. This will pass in front of the high school and complement the other sidewalks proposed for High School Drive. The project will be 3/4 mile or 3,960 linear feet.

Project Purpose:

To provides safety improvements to pedestrians traveling along this road.

Contact Agency: Shepherdsville
County/Counties: Bullitt
Project Cost: $105,884
Estimated Open to Public Year: 2020
Introduced to the Plan: 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 53 KIPDA ID# 418

Project Description:

Reconstruct KY 53 as a 5-lane (5th lane will be a center turn lane) roadway from I-71 to Zhale Smith Road.

Project Purpose:

This project will improve traffic safety by eliminating bad vertical and horizontal curves.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $20,002,163
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

KY 53 — KIPDA ID# 1252

LaGrange-Ballardsville Road

Project Description:

Widen KY 53 (LaGrange-Ballardsville Road) from a 2 lane road to 3 lanes by adding a center turn lane from KY 22 at Ballardsville to Zhale Smith Road.

Project Purpose:

Provides for turning vehicles to help safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $39,477,953
Estimated Open to Public Year: 2021
Introduced to the Plan: 4 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00388.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 53 Access & Congestion Management — KIPDA ID# 1290

Project Description:

Access management and intersection/signal improvements along KY 53 from I-71 north to downtown LaGrange to provide congestion relief.

Project Purpose:

Provide relief to congestion problems along this portion of KY 53. Frequent access points along the route and multiple access points to certain business locations increase the opportunity for vehicle conflicts.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $1,365,515
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

KY 61 KIPDA ID# 200

Project Description:

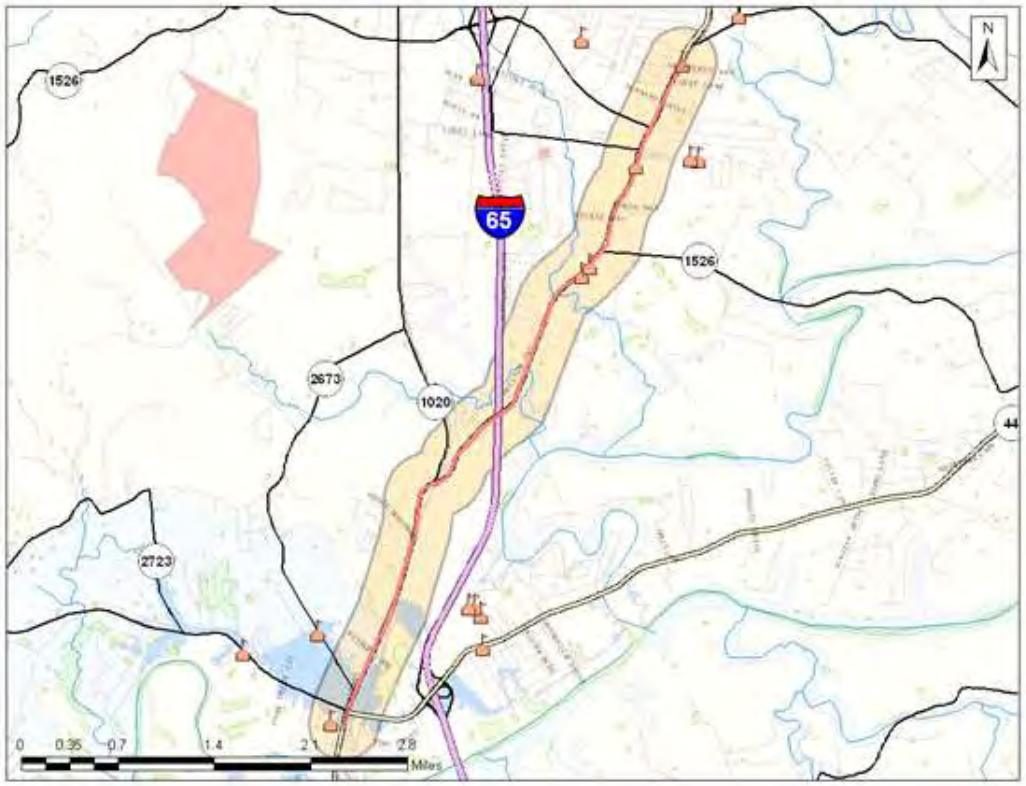
Widen KY 61 from 2 to 4 lanes from Shepherds Way (existing 4 lane section) to Shepherdsville. KY 61 Shared Lane-Add 2 feet to curb lanes for bicyclists from the existing 4 lane road to Shepherdsville.

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $54,296,320
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a wide outside curb lane
Pedestrian Facility:

State ID #: 00117.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 61 — KIPDA ID# 425

Preston Highway

Project Description:

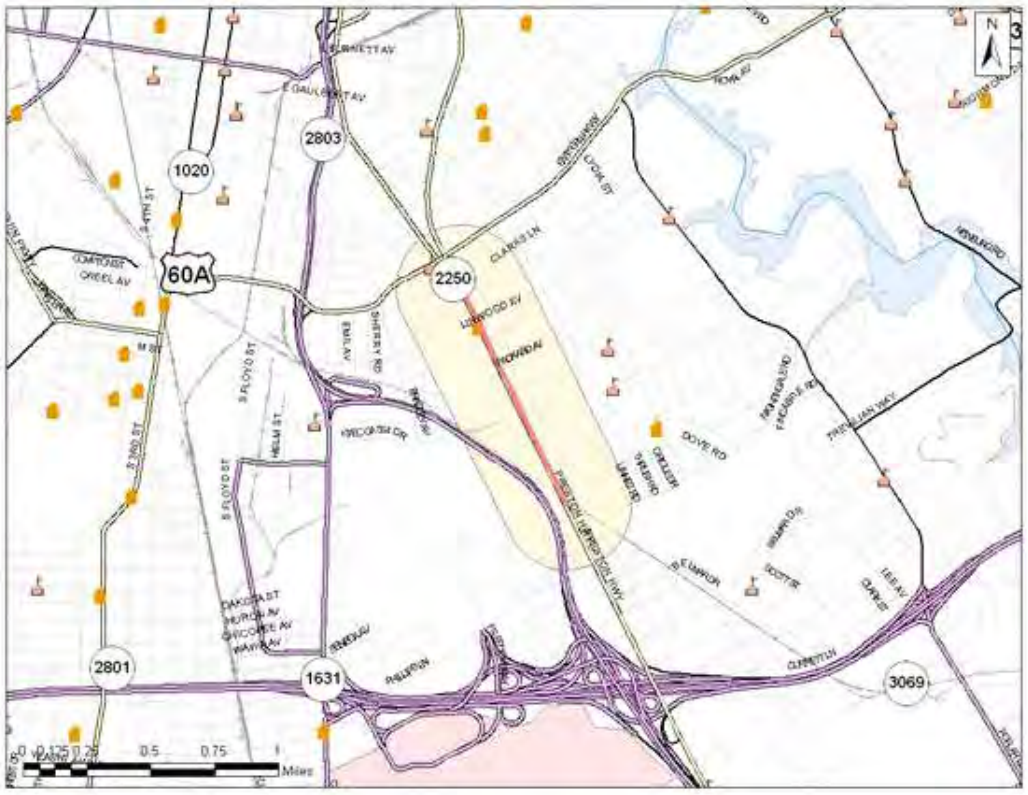
Remove raised median to construct a center turn lane and widen KY 61 (Preston Highway) from 4 to 5 lanes from Southern Railway Underpass to Clarks Lane

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,280,826
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 61 — KIPDA ID# 1903

Project Description:

Replace bridge on KY-61 (MP 7.609) over Barley Creek; 0.10 mi. north of jct KY 251.

Project Purpose:

Replace structurally deficient bridge on KY 61 (MP 7.609) over Barley Creek; 0.10 mi north of jct KY 251.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $650,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 01056.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 61 Corridor Transportation Management & Enhancement Study — KIPDA ID# 1357

Preston Highway Corridor Study

Project Description:

Conduct the KY 61 (Preston Highway) Corridor Transportation Management and Enhancement Study from Eastern Parkway to I-264 Overpass, approximate length 1.85 miles.

Project Purpose:

The Preston Highway Corridor Transportation Management and Enhancement Study is intended to address the existing traffic conditions, explore traffic flow improvements, bicycle and pedestrian safety conditions, and public transit opportunities enhancement.

The study shall make recommendations for access management implementation, bicycle and pedestrian facilities improvements, expanded public transit, and adequate streetscape. Improvements shall be planned within the existing right of way.

In addition, the study shall make recommendations for plan implementation process.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $486,895
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

KY 61 Corridor Transportation Management Enhancement Study — KIPDA ID# 1358

Preston Highway Corridor Study

Project Description:

Conduct the KY 61 (Preston Highway) Corridor Transportation Management Study from Durrett Lane to KY 1065 (Outer Loop), approximately 4.2 miles.

Project Purpose:

The Preston Highway Corridor transportation study is intended to improve traffic conditions, bicycle and pedestrian safety conditions, explore public transit enhancement, and propose adequate streetscape.

Limited roadway expansion shall be planned to accommodate bicycle and pedestrian facilities and public transit amenities along the corridor.

In addition the study shall make recommendation for access management improvements, and for plan implementation.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $1,344,867
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

KY 61 Sidewalks — KIPDA ID# 1319

Project Description:

Add sidewalks on KY 61 from Bishop Lane north to Shepherdsville City limits (approx. 1/2 mile).

Project Purpose:

To provide pedestrian access on KY 61 within the Shepherdsville city limits.

Contact Agency: Shepherdsville
County/Counties: Bullitt
Project Cost: $70,304
Estimated Open to Public Year: 2020
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 146 — KIPDA ID# 427

LaGrange Road

Project Description:

Reconstruct KY 146 (LaGrange Road) as a 2 lane road (no additional lanes) from Jefferson County line to Pryor Avenue with consideration for turn lanes at Ash Avenue, Houston Avenue, Maple Avenue and Central Avenue per Oldham County Major Thoroughfare Plan.

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $10,816,000
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 146 — KIPDA ID# 428

LaGrange Road

Project Description:

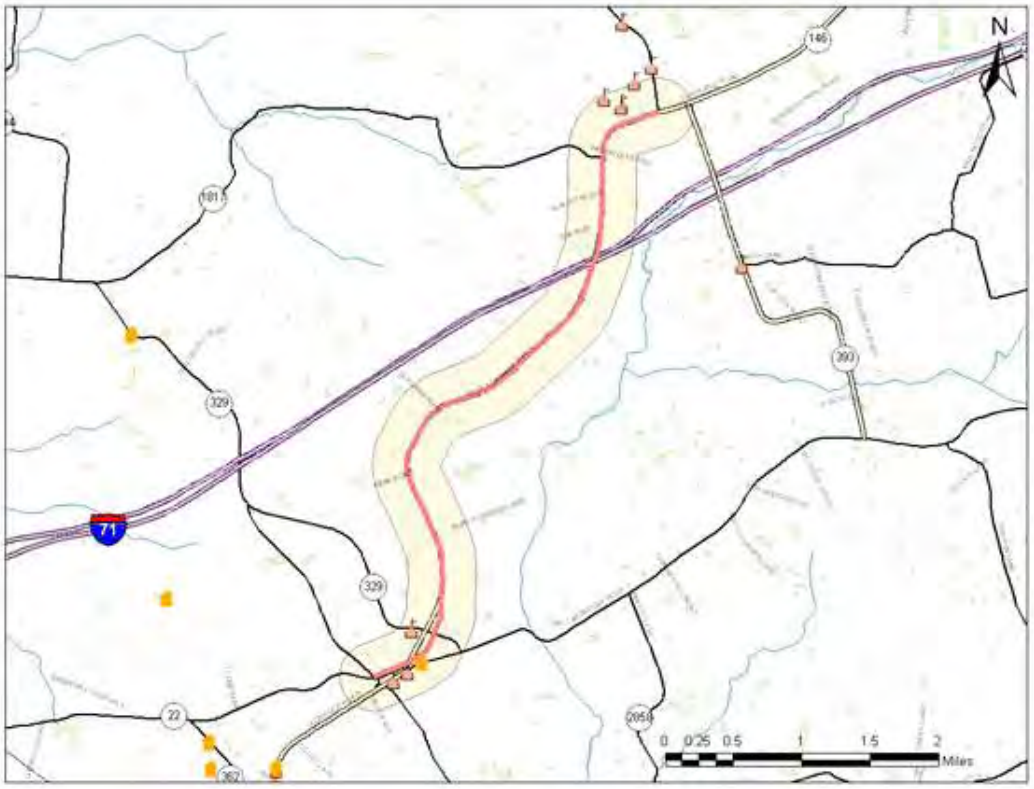
Widen KY 146 (LaGrange Road) from 2 to 4 lanes from KY 329 to KY 393.

Project Purpose:

Reduce congestion and improve safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $29,802,878
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 146 — KIPDA ID# 429

LaGrange Road

Project Description:

Widen KY 146 (LaGrange Road) from 2 to 4 lanes from Button Lane to KY 393.

Project Purpose:

Reduce congestion.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $26,296,657
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

KY 146 — KIPDA ID# 443

LaGrange Road

Project Description:

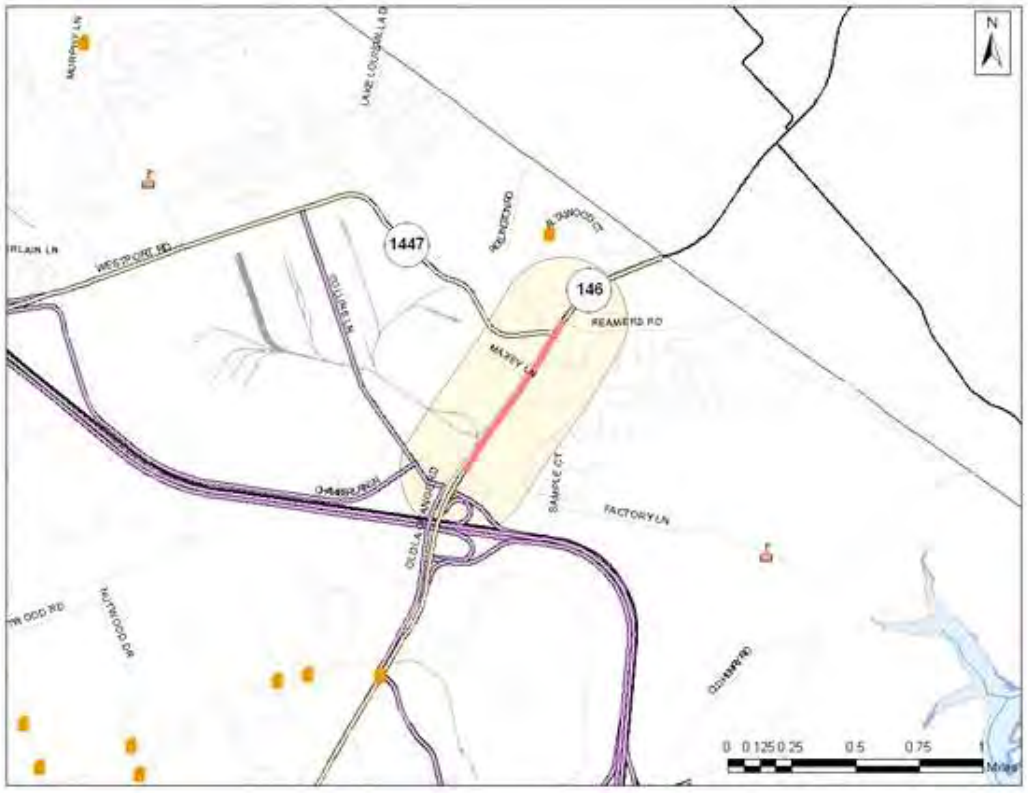
Widen KY 146 (LaGrange Road) from 2 to 5 lanes (5th lane will be a center turn lane) from Factory Lane to Reamers Road

Project Purpose:

Reduce Congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $3,289,829
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 146 — KIPDA ID# 1487

LaGrange Road

Project Description:

Reconstruct KY-22 from Pryor Ave. in Crestwood easterly to KY-393 (Centerfield Drive). Pryor Ave. to KY-329B - 3 lane section with center turn lane. KY-329B to KY-393 - 5 lane section with center turn lane. KY-393 to Centerfield Drive - 3 lane section with center turn lane.

Project Purpose:

To provide congestion relief.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $37,000,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00304.01
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 155 — KIPDA ID# 469

Taylorsville Road

Project Description:

Add 1 travel lane in each direction (4 to 6 lanes) on KY 155 (Taylorsville Road) from Browns Lane/Hikes Lane to KY 1747 (Hurstbourne Parkway).

Project Purpose:

This project will improve traffic safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $13,685,691
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

KY 155 — KIPDA ID# 956

Taylorsville Road

Project Description:

Widen KY 155 (Taylorsville Road) from 2 to 4 lanes from I-265 to KY 148. Approximately 2.0 miles.

Project Purpose:

Reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $19,500,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 155 — KIPDA ID# 1372

Taylorsville Road

Project Description:

Widen KY 155 (Taylorsville Road) from 2 to 5 lanes (5th lane will be a center turn lane) with sidewalks from KY 1819 (Watterson Trail) in Jeffersontown to I-265 (Gene Snyder Freeway). Approximately 3.0 miles.

Project Purpose:

This corridor has experienced growth over the past five years with many developments either underway or planned. Exact Purpose and Need will be developed through a public involvement process.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $17,547,878
Estimated Open to Public Year: 2021
Introduced to the Plan: 3 2005
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

KY 155 — KIPDA ID# 1507

Project Description:

Reconstruct intersection of KY 155 and KY 148.

Project Purpose:

To address various traffic safety and operational issues at the intersection of KY 155 (Taylorsville Road) and KY 148 (Fisherville Road).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,012,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 1 2007
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00446.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

KY 155 Bicycle & Pedestrian Improvements — KIPDA ID# 1424

Taylorsville Road

Project Description:

KY 155 (Taylorsville Road) bicycle and pedestrian improvements from US 31E (Bardstown Road) to KY 148, 12.5 miles.

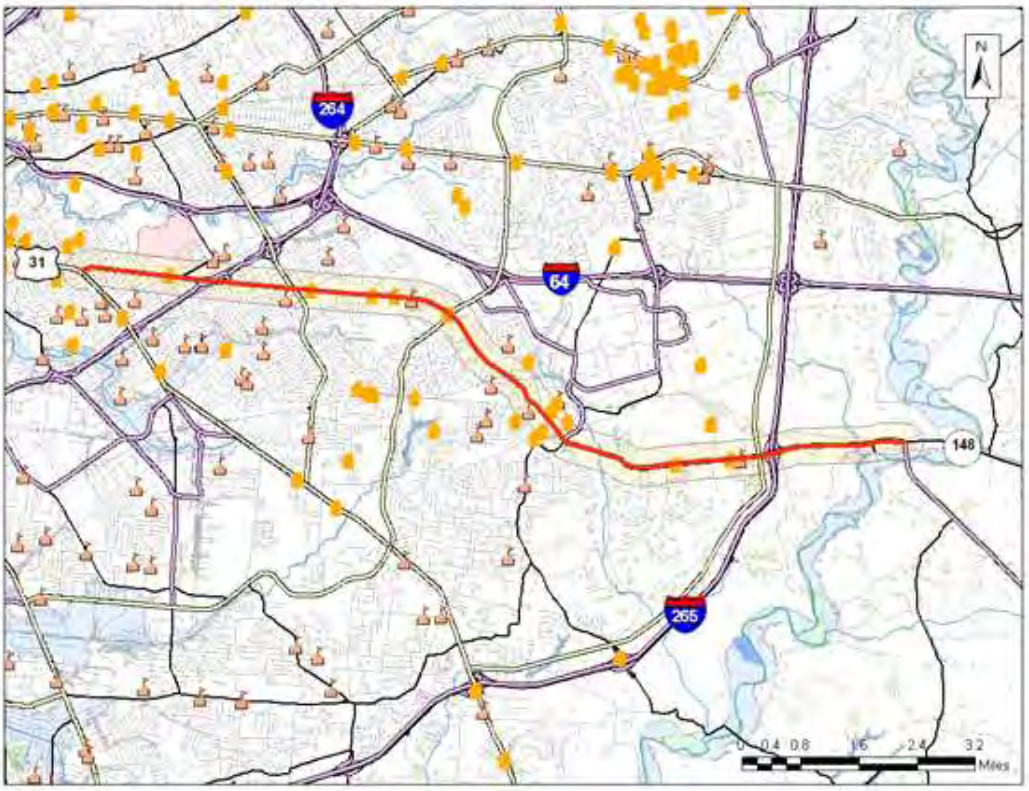
Project Purpose:

This project was identified by the Louisville Bicycle Summit and the Community Bicycle Plan as a major bicycle corridor in the Metro area providing alternate modes of transportation to the community.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $328,496
Estimated Open to Public Year: 2025
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



KY 155 Streetscape — KIPDA ID# 1581

Taylorsville Road

Project Description:

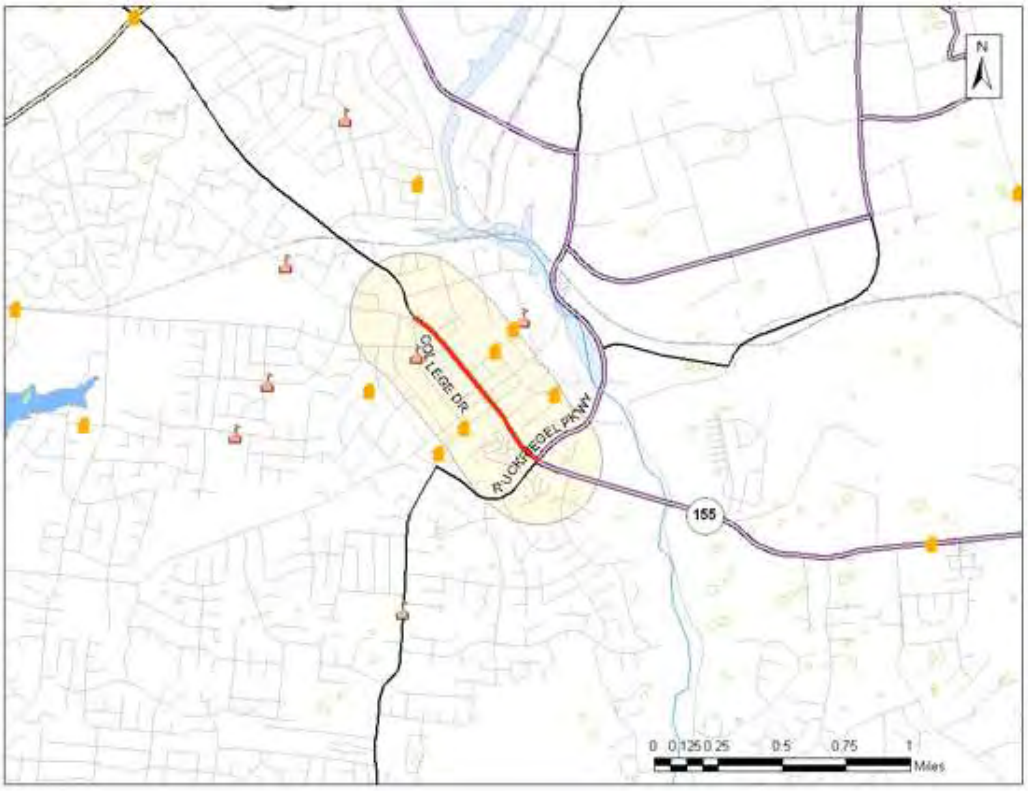
Improve streetscape, reconstruct sidewalks, add decorative street lighting, and enhance landscaping and townsquare from College Drive to Ruckriegel Parkway.

Project Purpose:

To enhance pedestrian movement along Taylorsville Road and encourage economic development.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $3,745,824
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #: 03013.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 245 — KIPDA ID# 1790

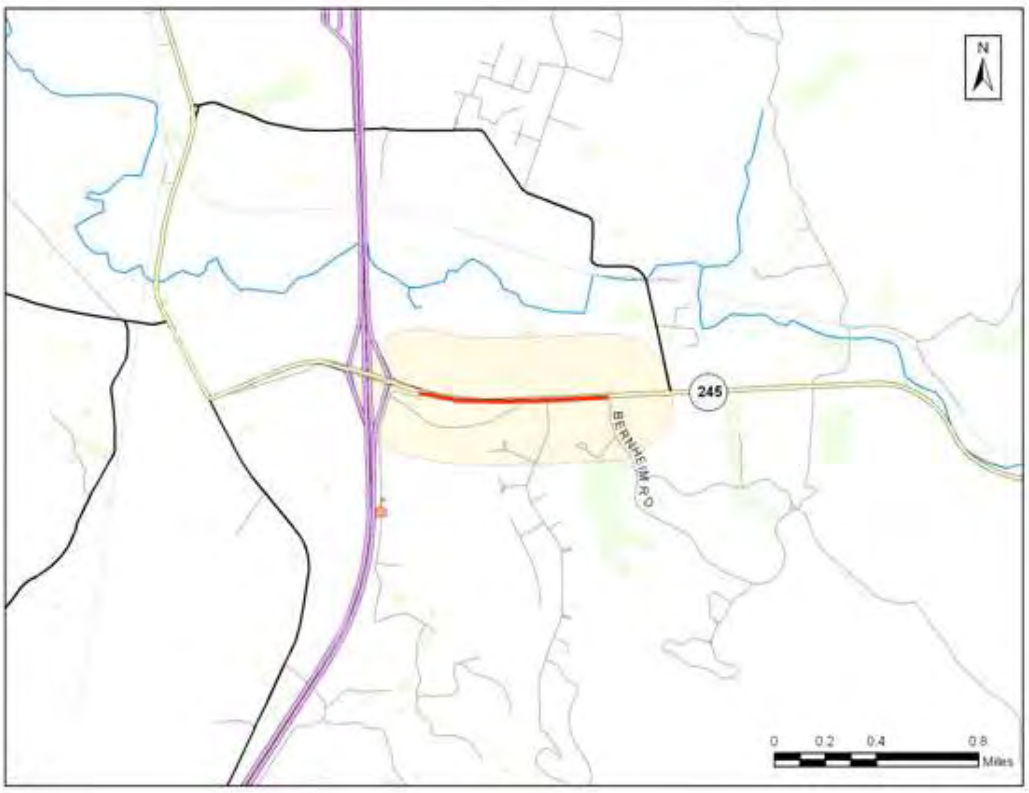
Project Description:

Major widening of KY 245 from 2 to 4 lanes from the I-65/KY-245 Interchange to Clermont. Project length is 1.6 mi.

Project Purpose:

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $14,510,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08509.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 329 KIPDA ID# 432

Project Description:

Reconstruct KY 329 as a two-lane road (no additional lanes) from I-71 to Jefferson County line.

Project Purpose:

Improve road geometry to enhance safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $48,697,512
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 329 — KIPDA ID# 1877

Project Description:

Intersection realignment/reconstruction at KY 329 and KY 329 Bypass.

Project Purpose:

Realignment/relocation of intersection for safety improvements.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $4,860,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

KY 393 KIPDA ID# 147

Project Description:

Relocate and widen KY 393 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-71 to north of KY 146 (LaGrange Road). KY 393 reconstruct from northern ramp of I-71 to north of KY 146 (stations 10+100 to 12+100). Project length is 0.9 miles.

Project Purpose:

Improve safety and reduce congestion by improving roadway geometry and adding a grade separated railroad crossing.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $24,220,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00234.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

KY 393 KIPDA ID# 1303

Project Description:

Reconstruct KY 393 as a two lane road (no additional lanes) from KY 1818 to KY 22.

Project Purpose:

The reconstruction of KY 393 to provider wider lanes, shoulders, and turning lanes should help to improve the quality of transportation in the southern portion of Oldham County. As traffic continues to increase along KY 22 and KY 1818, KY 393 may experience traffic growth and possible congestion. This improvement should help maintain acceptable operating and safety conditions along this route.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $22,040,245
Estimated Open to Public Year: 2030
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 480 KIPDA ID# 1490

Project Description:

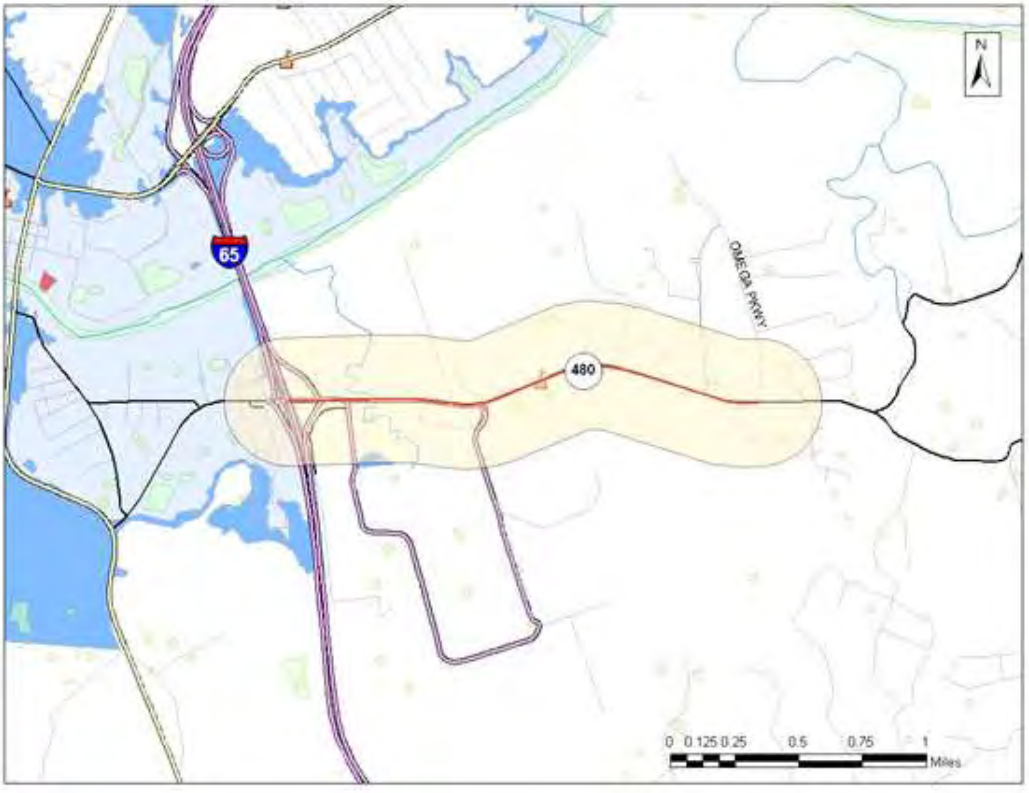
Widen KY 480 from 3 to 5 lanes (3rd lane is presently a center turn lane--project adds a travel lane in each direction) from I-65 to the Industrial Park (Omega Parkway in Cedar Grove Business Center), from 3 to 4 lanes from the Industrial Park (Omega Parkway in Cedar Grove Business Center) to Cedar Grove Elementary School, and from 2 to 3 lanes (3rd lane will be a center turn lane) from Cedar Grove Elementary School to Valley View Drive.

Project Purpose:

The purpose of the project is to meet existing and future capacity needs and transportation demands, and address safety issues on KY 480 between I-65 and Valley View Drive. The existing and 2029 Levels of Service at key locations need to be improved. Their typical estimated values are LOS E.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $4,800,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00391.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 480 KIPDA ID# 1816

Project Description:

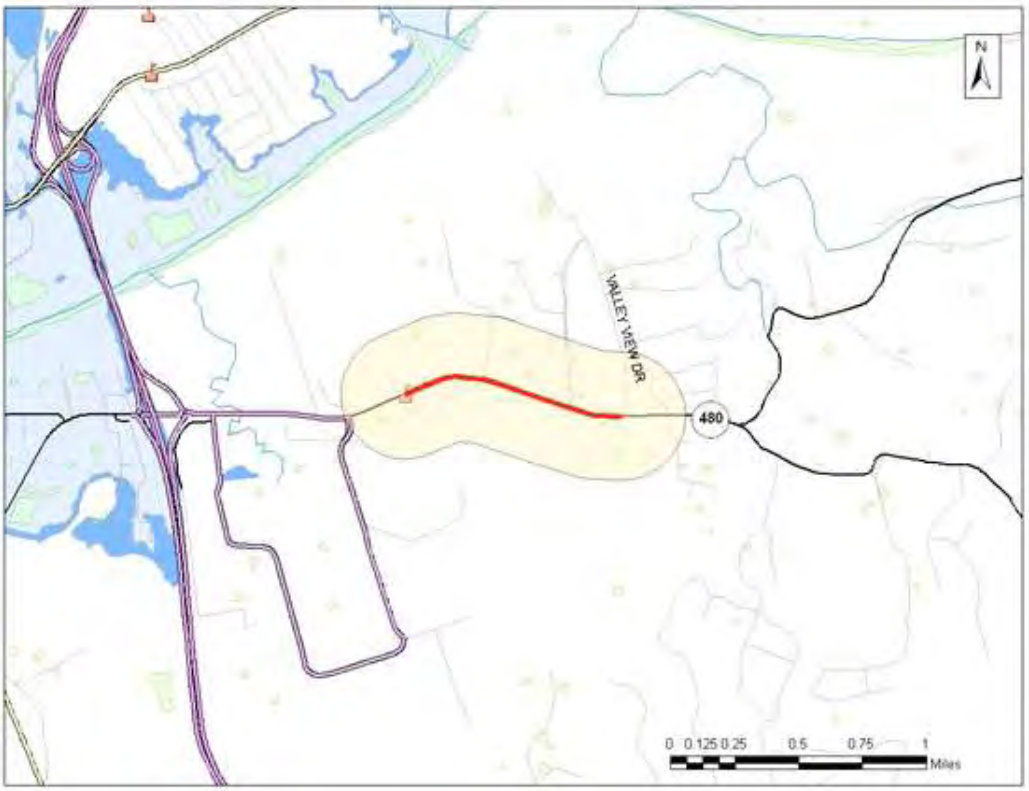
Widen Cedar Grove Road (KY 480) from 2 to 5 lanes from Cedar Grove Elementary School to Valley View Drive. From: MP 2.01 to MP 2.84.

Project Purpose:

Improve reliability and relieve congestion.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $9,000,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00391.20
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☑
Title VI Area: ☐



KY 480 / KY 44 Connector — KIPDA ID# 2069

Project Description:

Construct a new 3 lane road with 3rd lane as a center-turn lane from KY 480 to KY 44, with a Salt River crossing, east of Shepherdsville.

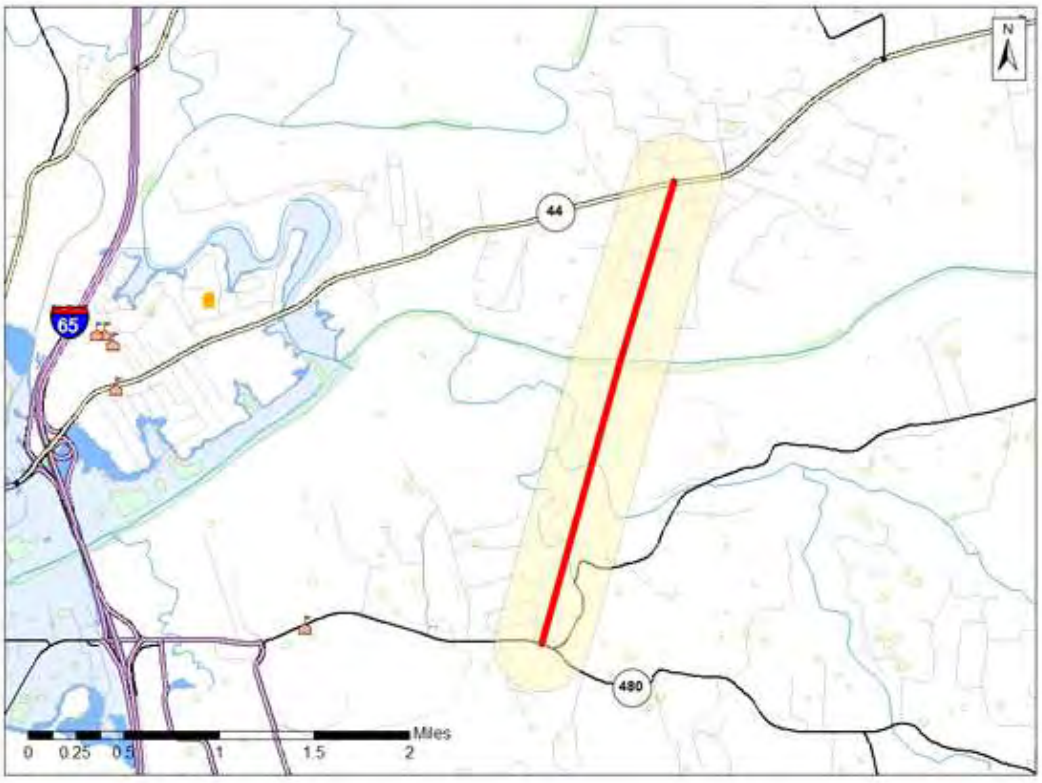
Project Purpose:

Congestion Relief and Economic Development and/or Movement of Freight

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $36,200,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 11 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐

State ID #: 08709.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



KY 524 — KIPDA ID# 1726

Project Description:

Landslide repair on KY 524 (Westport Road) from Junction US 42 northwest, 1.0 mile.

Project Purpose:

Project will correct safety hazards associated with landslide on Westport Road at US 42.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $1,190,000
Estimated Open to Public Year: 2021
Introduced to the Plan: 7 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 05013.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 841 — KIPDA ID# 1467

Project Description:

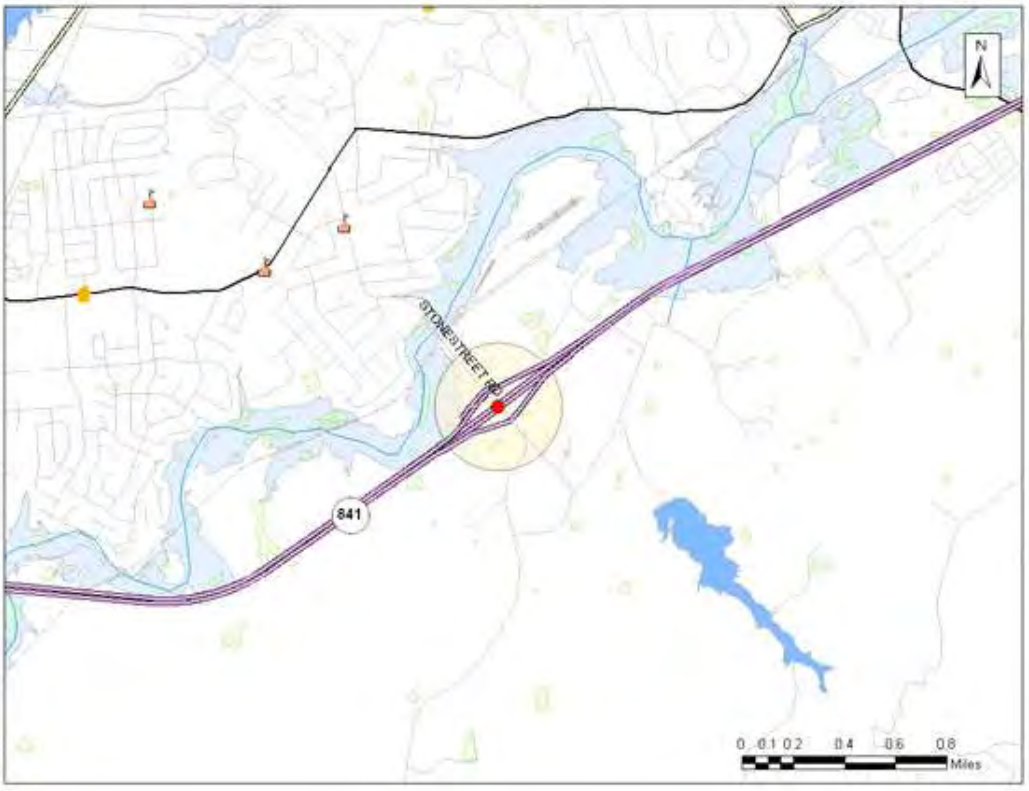
Improve KY 841/Stonestreet Road interchange as recommended by KIPDA's interchange study.

Project Purpose:

Improve safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $540,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00284.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 864 — KIPDA ID# 255

Beulah Church Road/Cooper Chapel Road

Project Description:

Widen KY 864 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Cedar Creek Road to I-265 (Gene Snyder Freeway).

Project Purpose:

Improve safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $7,204,645
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 864 — KIPDA ID# 269

Cedar Creek Road/Cooper Chapel Road

Project Description:

Reconstruct and widen KY 864 (Cedar Creek Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Mount Washington Road to Cooper Chapel Road and reconstruct and widen KY 864 (Cooper Chapel Road) from 2 to 3 lanes from Cedar Creek Road to Beulah Church Road.

Project Purpose:

This project will reduce traffic congestion and improve safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $4,653,135
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 864 — KIPDA ID# 357

Fegenbush Lane

Project Description:

Widen KY 864 (Fegenbush Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 864 (Poplar Level Road) to KY 864 (Beulah Church Road).

Project Purpose:

This project will improve roadway geometrics and provide center turn lane to improve safety and reduce traffic congestion. This project will also provide better access between I-265 (Gene Snyder Freeway) and the KY 1747 (Hurstbourne Parkway) extension.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $19,212,387
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

KY 864 — KIPDA ID# 954

Beulah Church Road

Project Description:

Improve intersection, signalize and correct sight distance problem at KY 864 (Beulah Church Road) and Fern Creek Road.

Project Purpose:

Correct sight distance and enhance safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,513,322
Estimated Open to Public Year: 2021
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

KY 907 — KIPDA ID# 465

Southside Drive

Project Description:

Widen KY 907 and KY 1020 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to Strawberry Lane. The design will include the consideration of bicycle and pedestrian facilities. Project length is 1.1 miles

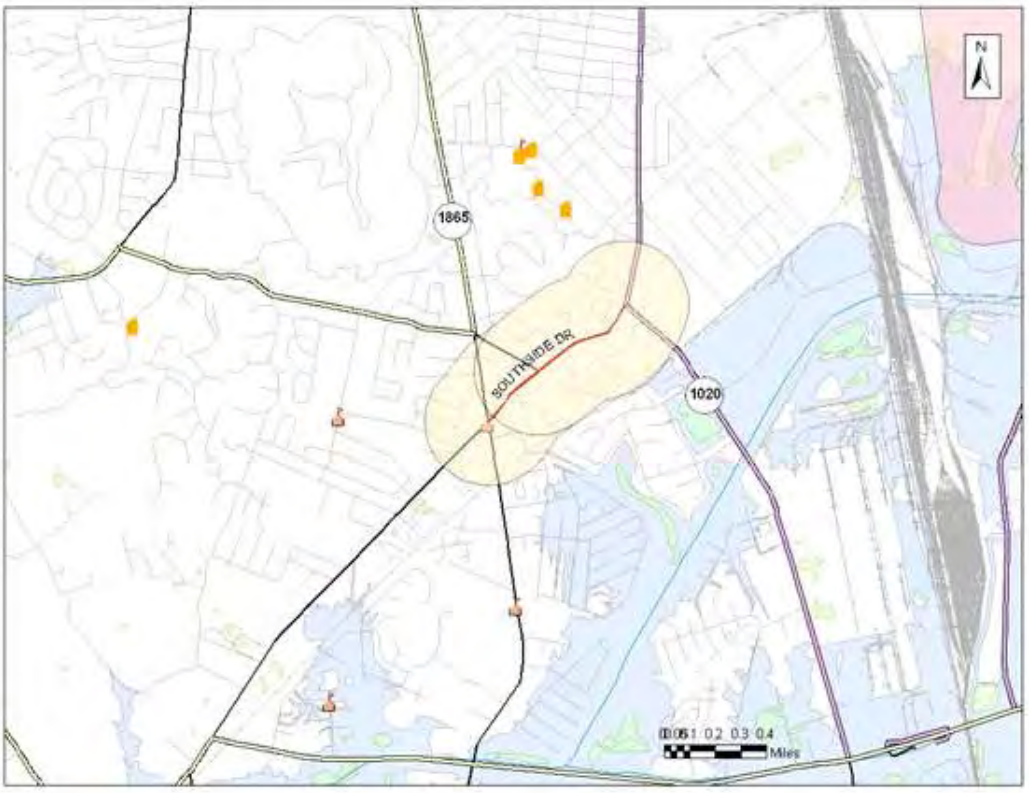
Project Purpose:

Widen roadway to reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $22,900,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑

State ID #: 00437.01
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



KY 907 — KIPDA ID# 481

Valley Station Road/3rd Street Road

Project Description:

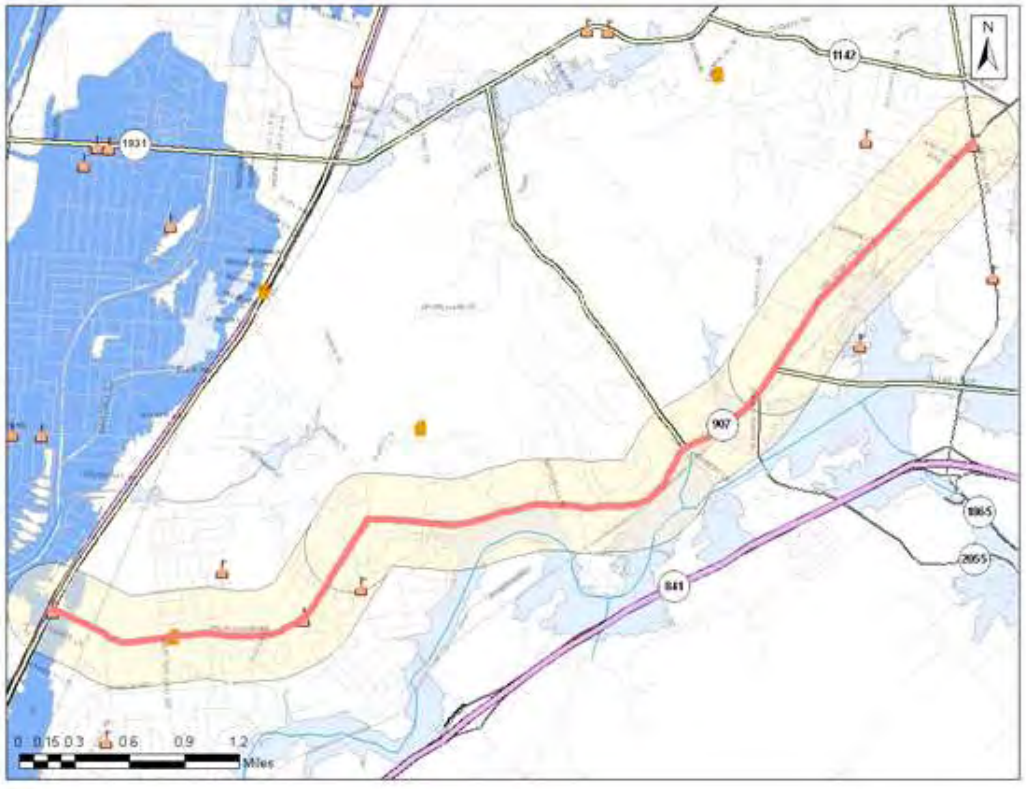
Widen KY 907 (Valley Station Road/3rd Street Road) from 2 to 5 lanes (5th lane will be a center turn lane) from US 31W (Dixie Highway) to KY 1865 (New Cut Road).

Project Purpose:

This six (6) mile portion of KY 907 (Third Street Road) is a two (2) lane roadway with numerous subdivisions on both sides of the route. It is a principal road between US 31W (Dixie Highway) and Southside Drive. This project will reduce traffic congestion and improve safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $56,036,128
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 907 — KIPDA ID# 2129

Southside Drive

Project Description:

Construct minor roadway improvements to KY 907 (Southside Drive) from KY 1865 (New Cut Road) to Strawberry Lane. Project length is 1.1 miles.

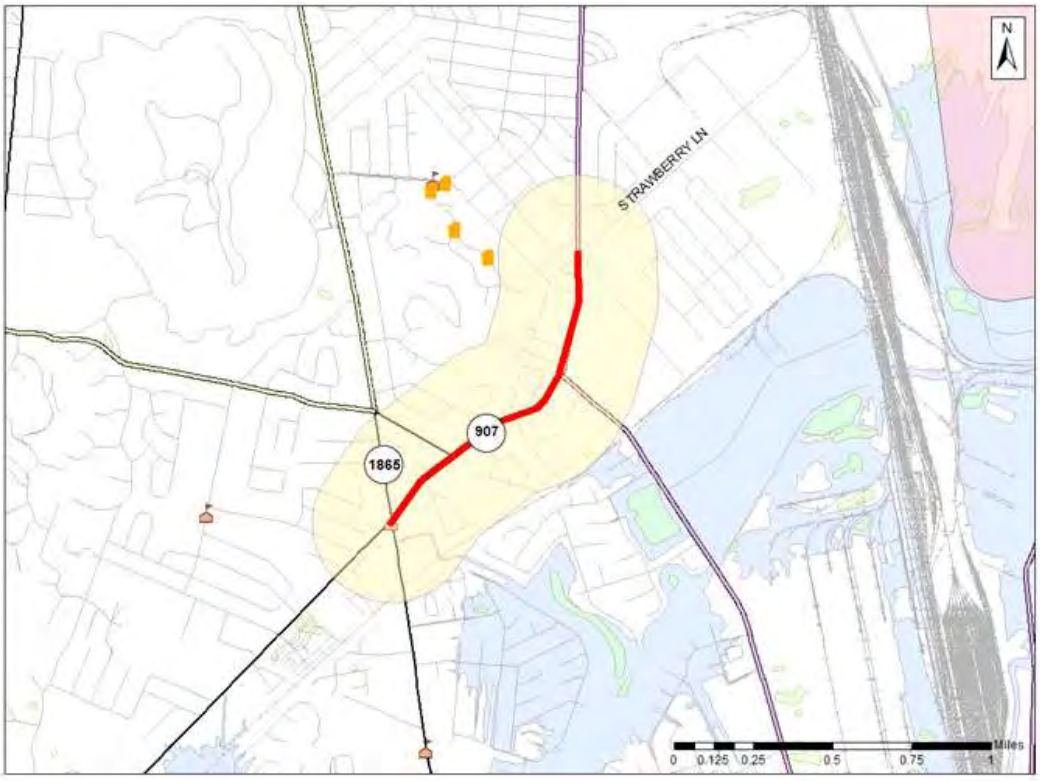
Project Purpose:

Safety improvements to roadway.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,500,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



KY 1020 — KIPDA ID# 1817

National Turnpike

Project Description:

Widen KY 1020 (National Turnpike) from 2 to 3 lanes (3rd lanes will be a center turn lane) from Fairdale Road (MP 0.615) to South Park Road (MP 2.669).

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,350,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08502.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☑
Title VI Area: ☐

KY 1065 — KIPDA ID# 256

Beulah Church Road

Project Description:

Widen KY 1065 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road).

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $16,010,322
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 1065 — KIPDA ID# 365

Outer Loop

Project Description:

KY 1065 (Outer Loop) intersection improvement at KY 864 (Fegenbush Lane) and KY 864 (Beulah Church Road).

Project Purpose:

This project will improve traffic safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $12,320,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 5 2000
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00122.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

KY 1065 — KIPDA ID# 435

Outer Loop

Project Description:

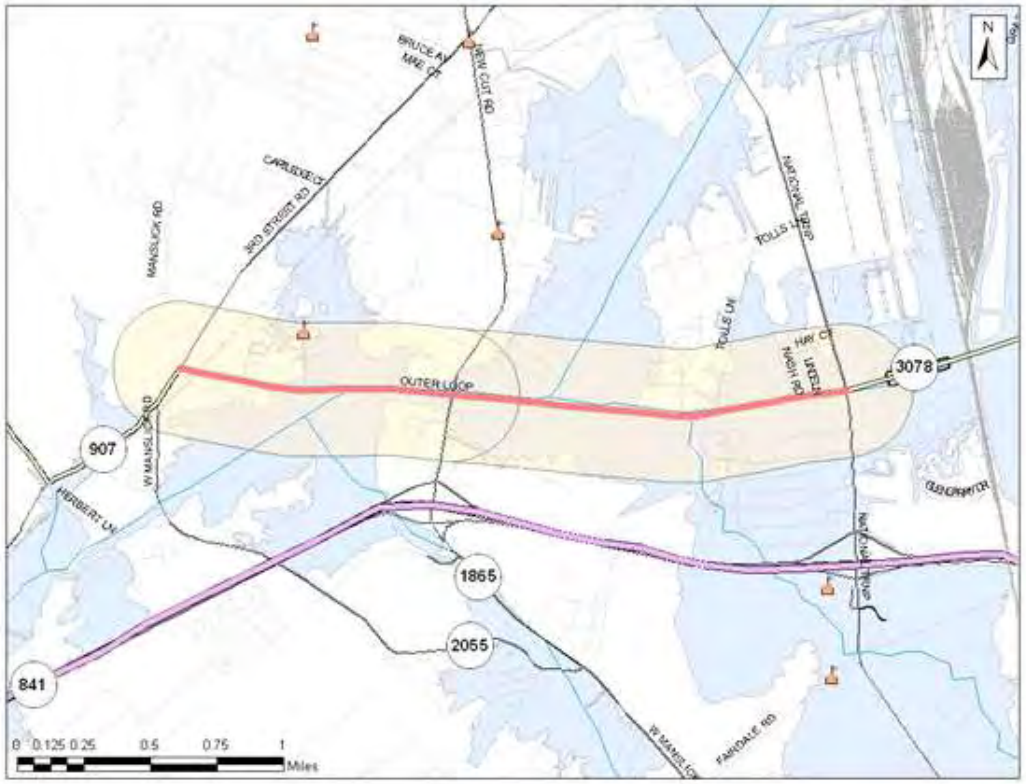
Widen KY 1065 (Outer Loop) from 2 to 5 lanes (5th lane will be a center turn lane) from 3rd Street Road to KY 1020.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $29,604,885
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 1065 — KIPDA ID# 436

Outer Loop

Project Description:

Widen KY 1065 (Outer Loop) from 4 to 6 lanes from I-65 to KY 2052 (Shepherdsville Road).

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $27,371,381
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

KY 1065 — KIPDA ID# 453

Outer Loop

Project Description:

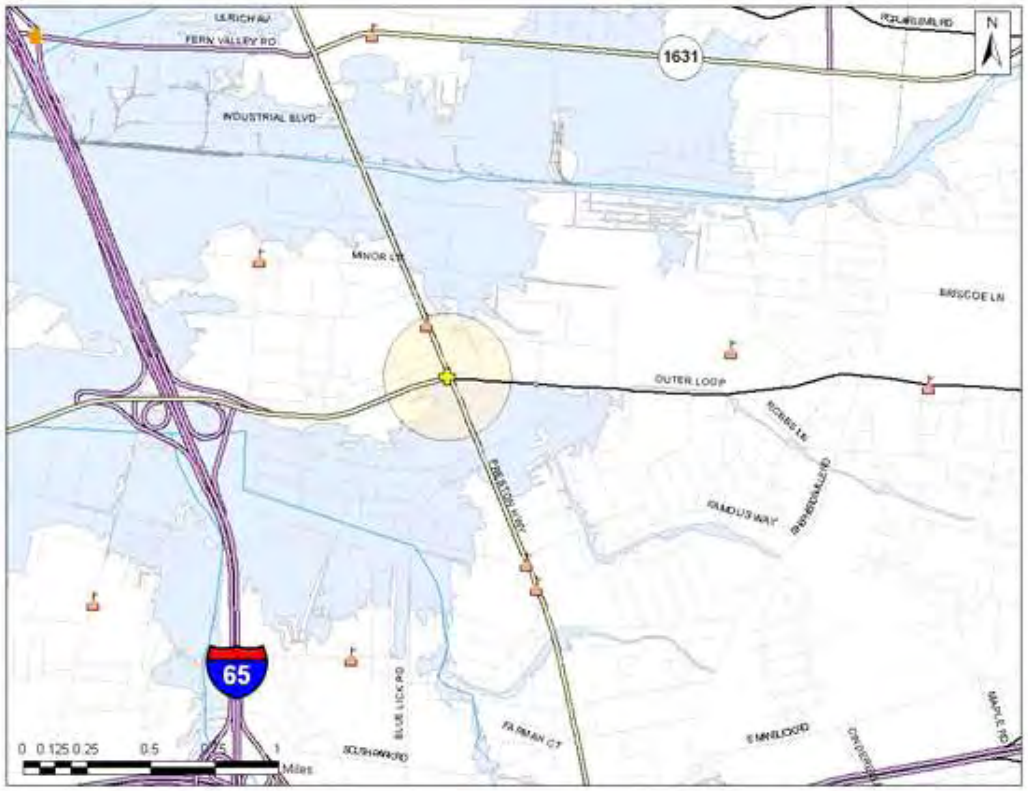
Construct right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway).

Project Purpose:

This project will increase traffic safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,081,600
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



KY 1142 — KIPDA ID# 454

Palatka Road

Project Description:

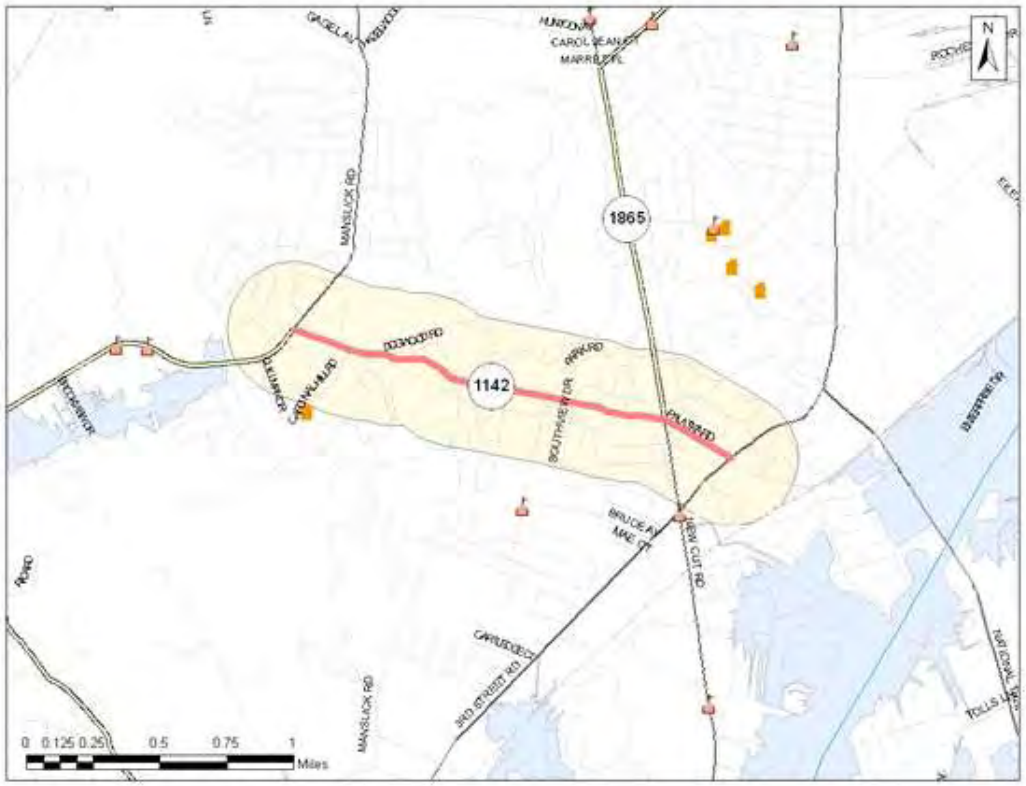
Widen KY 1142 (Palatka Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road).

Project Purpose:

This project will increase traffic safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $9,606,193
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



KY 1142 — KIPDA ID# 2154

Palatka Road

Project Description:

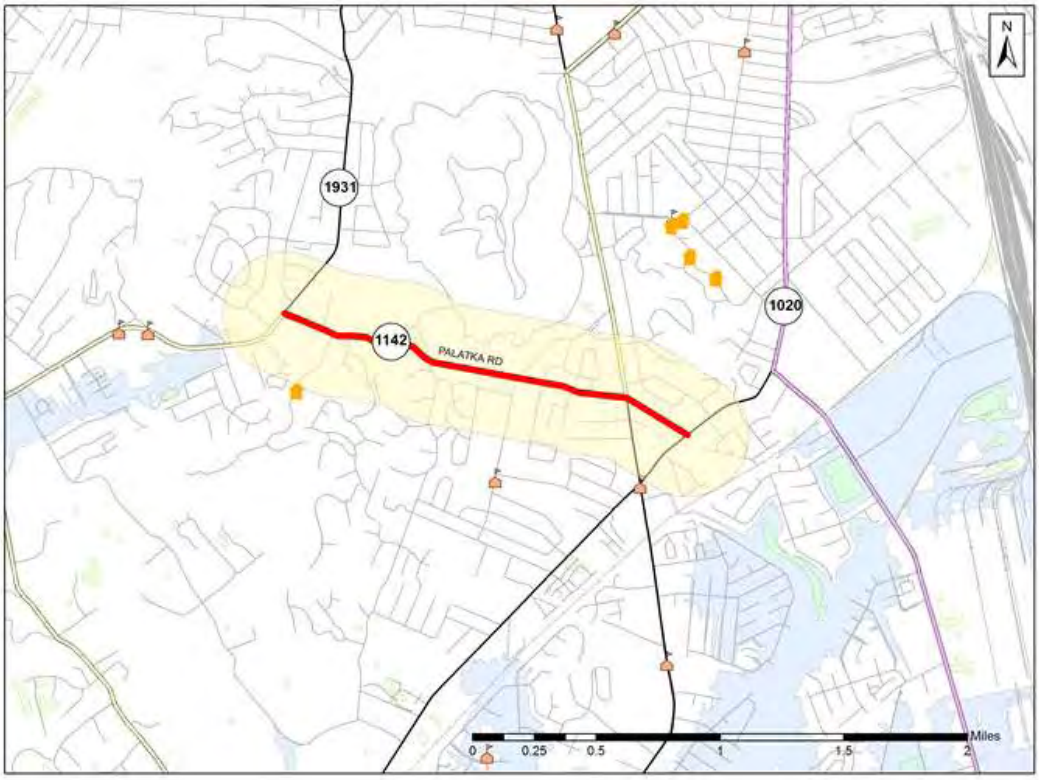
Safety improvements to Palatka Road (KY 1142) MP 0.0 to MP 1.73.

Project Purpose:

Safety improvements to KY 1142 (Palatka Road) MP 0.0 to MP 1.73.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $75,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08803.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



KY 1447 — KIPDA ID# 484

Westport Road

Project Description:

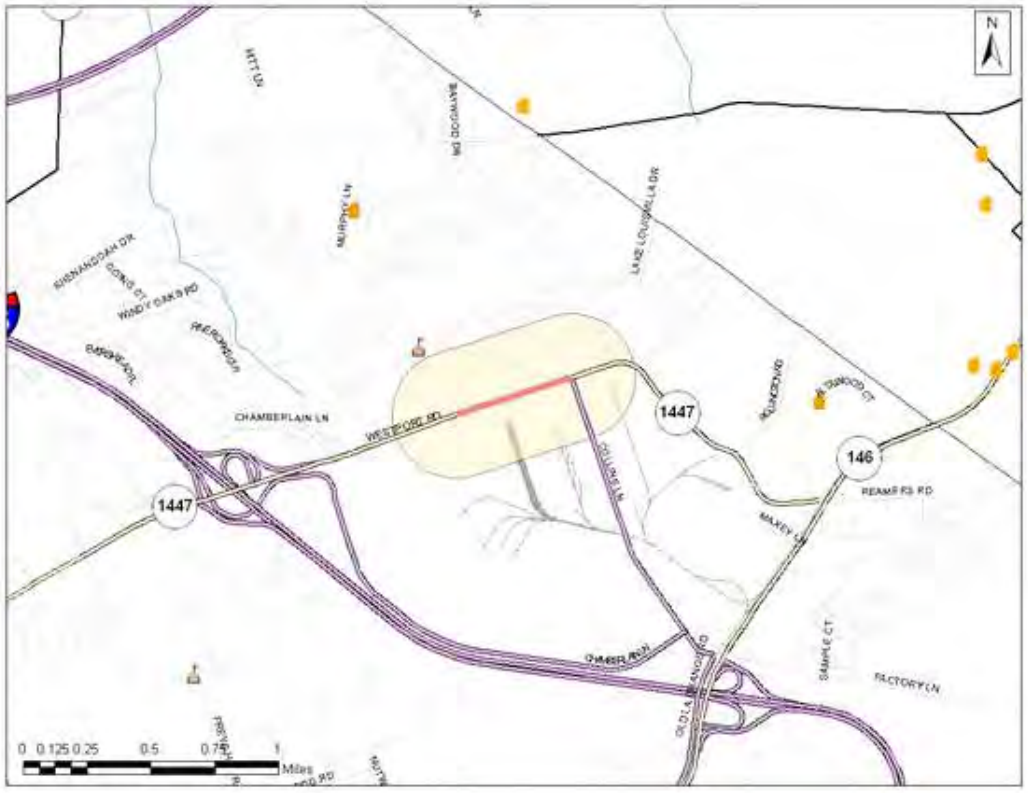
Widen KY 1447 (Westport Road) from 2 to 5 lanes (5th lane will be a center turn lane) from Murphy Lane to Collins Lane.

Project Purpose:

This project will Improve industrial access.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $5,263,727
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 1447 KIPDA ID# 2122

Project Description:

Reduce congestion and improve safety on Westport Road at the Herr Lane and Washburn Road intersections.

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $6,200,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 1450 — KIPDA ID# 154

Blue Lick Road

Project Description:

Widen KY 1450 (Blue Lick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 61 (Preston Highway). Approximately 1.669 miles.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $25,081,125
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00247.10
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 1450 — KIPDA ID# 229

Blue Lick Road

Project Description:

Widen KY 1450 (Blue Lick Road) from 2 to 5 lanes (5th lane will be a center turn lane) from Bullitt County line to I-265 (Gene Snyder Freeway). Approximately 1.9 miles.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $32,530,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00247.20
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

KY 1494 KIPDA ID# 1419

Project Description:

Minor widening of existing lanes on 2 lane KY 1494 (no additional lanes) from Cundiff Lane to KY 61.

Project Purpose:

Improve safety of roadway.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $156,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 1494 KIPDA ID# 1493

Project Description:

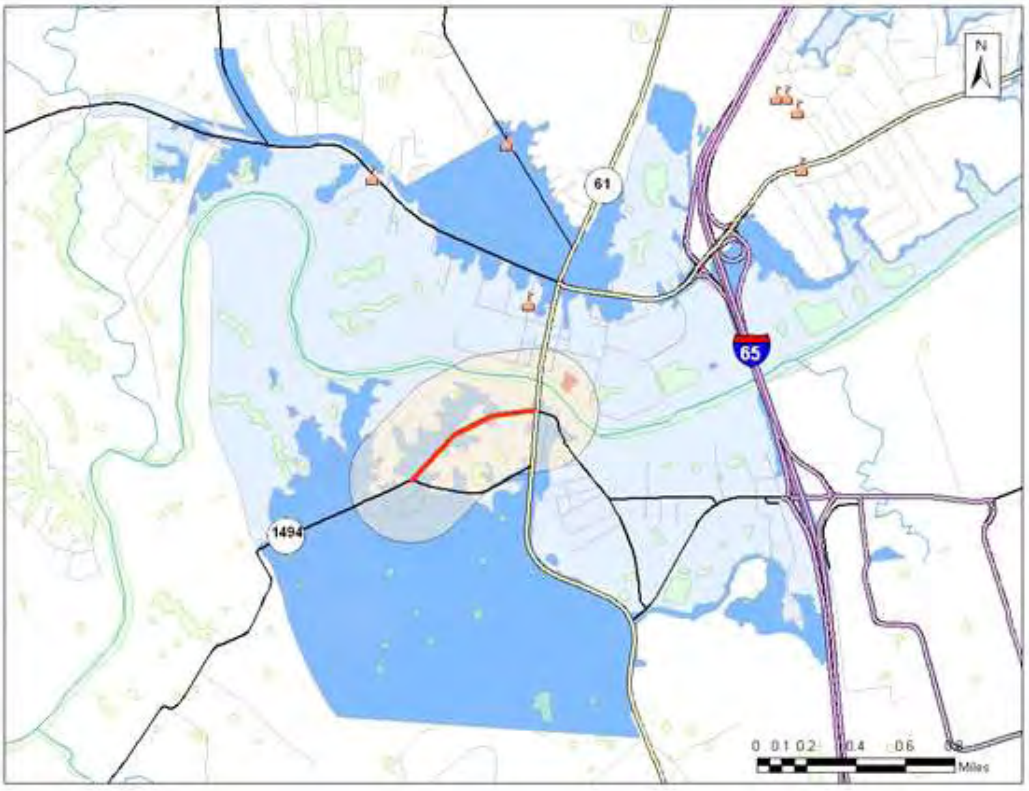
Widen travel lanes (no additional travel lanes) on KY 1494 in Bullitt County, and relocate road from 2000 feet west of KY 61 to KY 61.

Project Purpose:

Minor widening project to improve traffic flow.

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $3,410,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00293.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 1531 — KIPDA ID# 411

Johnson Road

Project Description:

Relocate and reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry from US 60 (Shelbyville Road) to Aiken Road.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $17,877,831
Estimated Open to Public Year: 2026
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 1703 — KIPDA ID# 252

Baxter Avenue

Project Description:

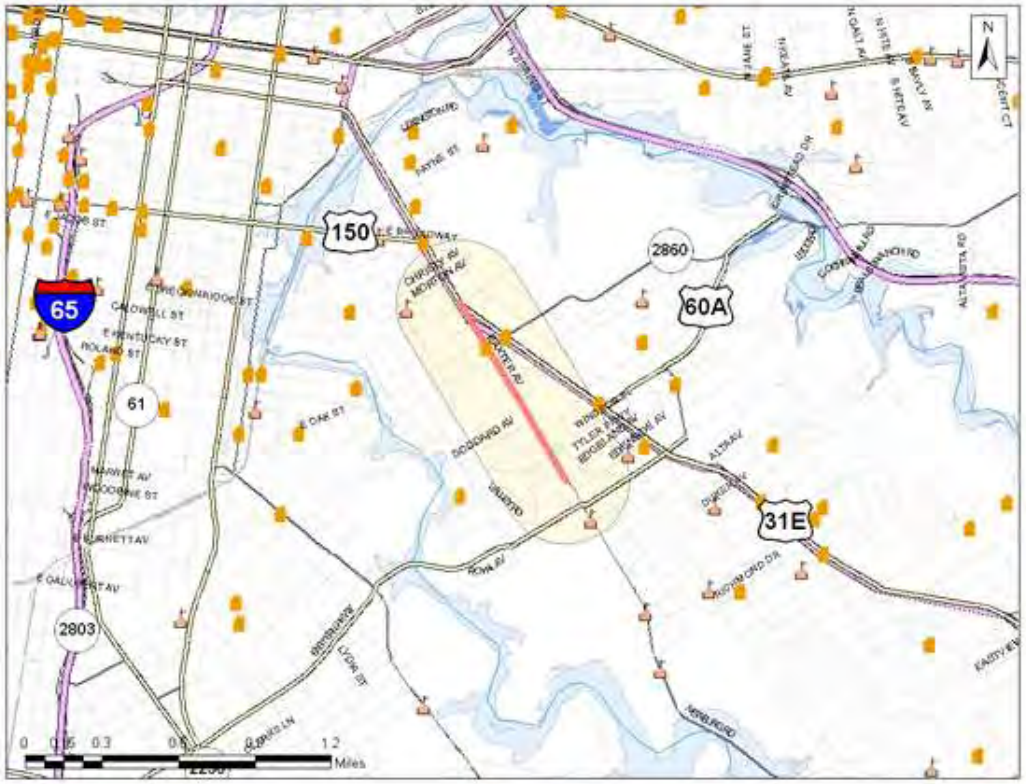
Implement peak period parking restrictions on KY 1703 (Baxter Avenue) from Castlewood Avenue to Highland Avenue.

Project Purpose:

The Baxter Avenue peak period parking restriction project is intended to improve traffic flow during peak travel times.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $16,010
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



KY 1703 — KIPDA ID# 253

Baxter Avenue

Project Description:

Conduct a study to define intersection improvements at KY 1703 (Baxter Avenue) and Castlewood Avenue.

Project Purpose:

The Baxter Avenue study is intended to define improvements within the defined study limits. The study should identify the means for improving traffic flow. The study will also identify the means for improving access to the area while removing traffic from residential streets.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $65,797
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

KY 1747 — KIPDA ID# 359

Hurstbourne Parkway

Project Description:

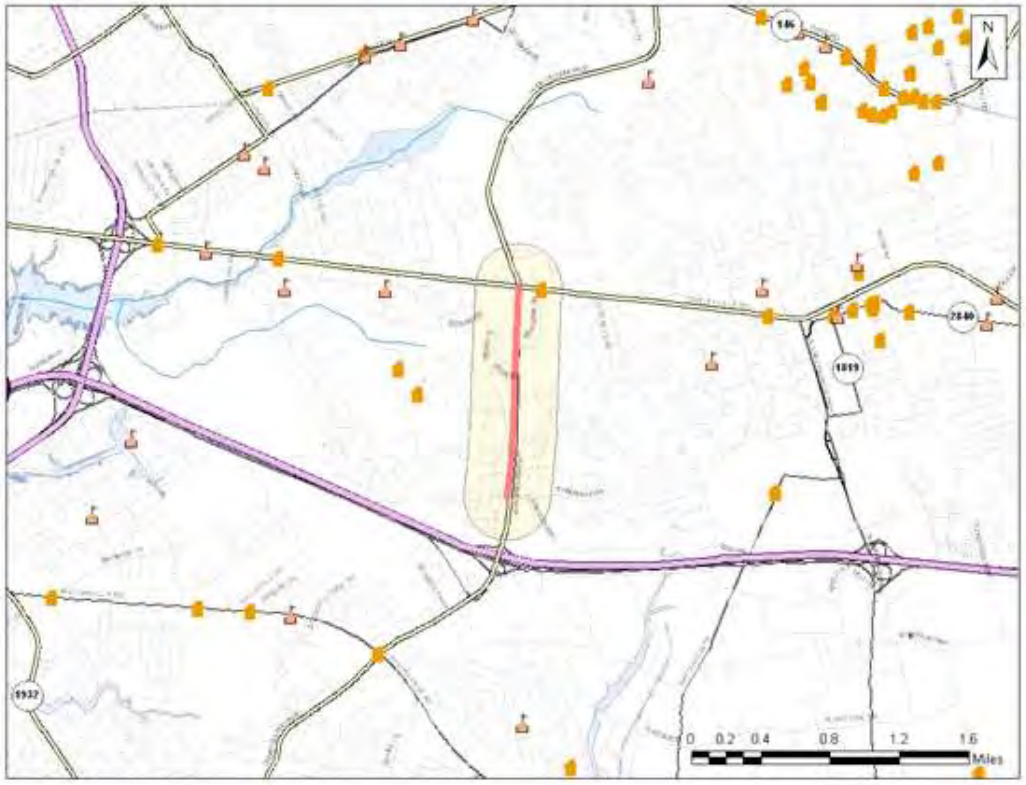
Add 3rd travel lane southbound on KY 1747 (Hurstbourne Parkway) from US 60 (Shelbyville Road) to Linn Station Road 1.6 miles in length. Includes improvement to the US 60 and Hurstbourne Parkway intersection.

Project Purpose:

This project is to improve safety and reduce congestion. Currently, intersection flow is poor; inadequate left-turn storage causes left turn traffic from both Hurstbourne and US 60 to back up into the thru lanes creating congestion and a safety hazard. Additionally, merging is a problem for traffic turning onto southbound Hurstbourne Lane from US 60.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $10,060,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00344.01
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



KY 1747 — KIPDA ID# 385

Hurstbourne Parkway

Project Description:

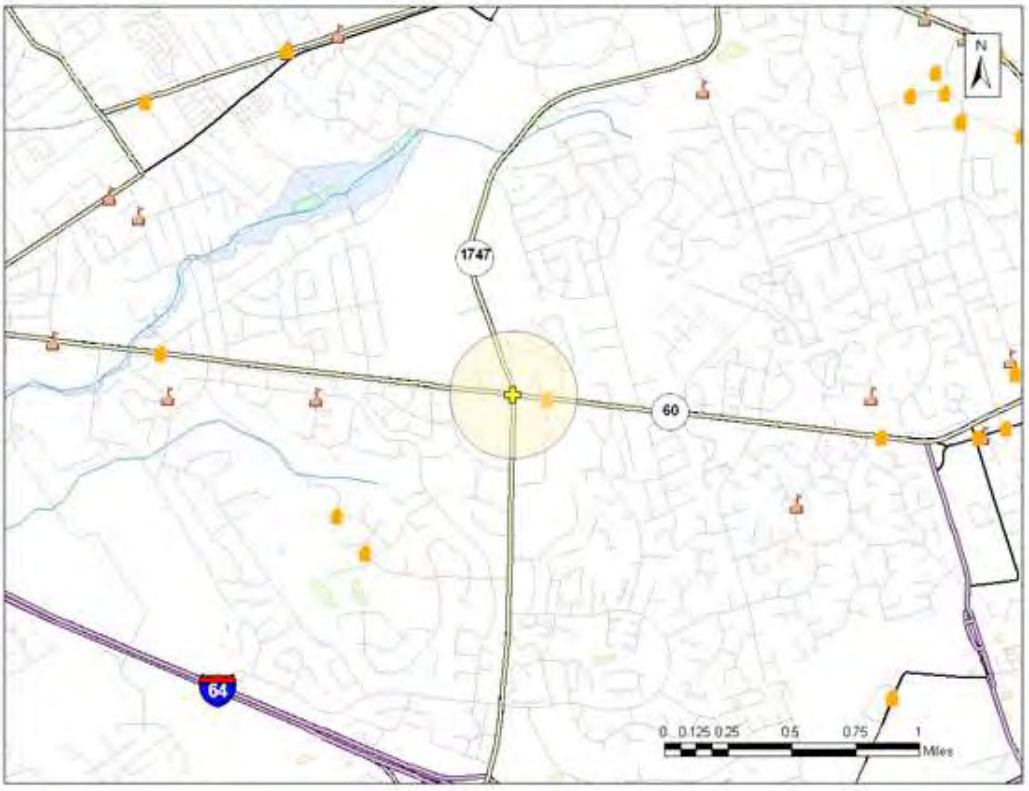
KY 1747 (Hurstbourne Parkway) intersection improvements at US 60 (Shelbyville Road).

Project Purpose:

This project will provide traffic congestion mitigation.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $88,810,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00344.03
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 1747 — KIPDA ID# 386

Hurstbourne Parkway

Project Description:

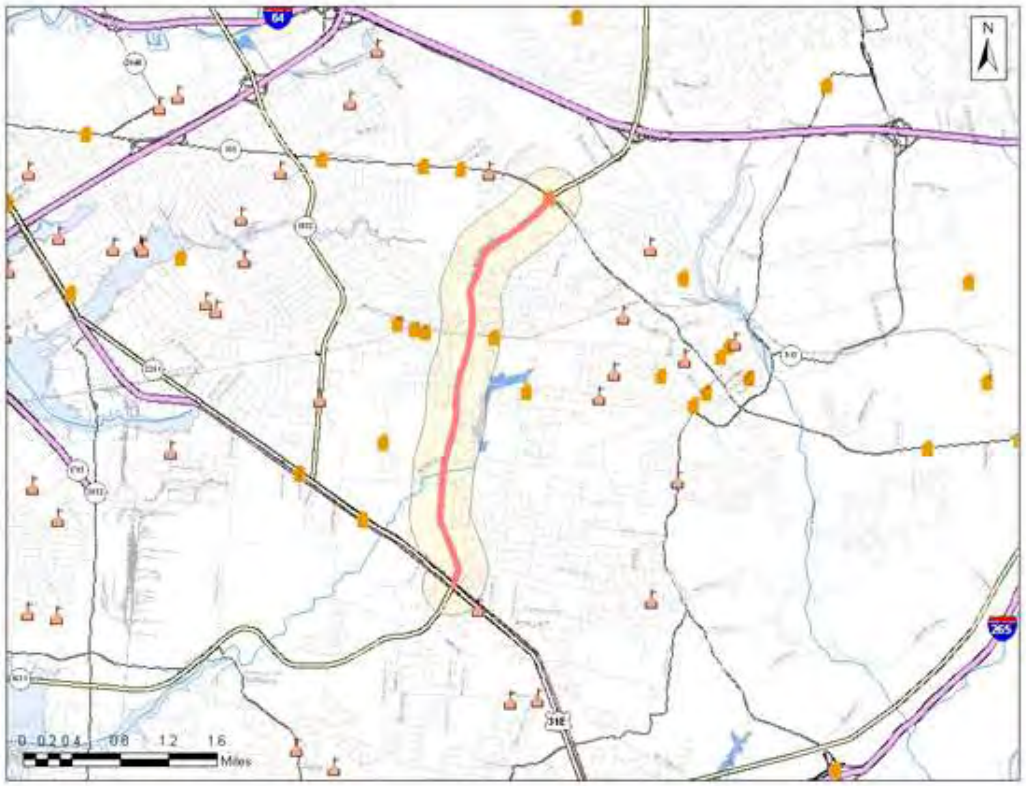
Widen KY 1747 (Hurstbourne Parkway) from 4 to 6 lanes with a center turning lane from US 31E (Bardstown Road) to KY 155 (Taylorsville Road).

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $9,606,193
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 1747 — KIPDA ID# 1450

Hurstbourne Parkway

Project Description:

Extend dual left turn lanes at KY 1747 (Hurstbourne Parkway) and Bunsen Parkway.

Project Purpose:

Safety concerns and traffic flow improvements.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $435,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00254.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

KY 1793 KIPDA ID# 177

Project Description:

Correct KY 1793 rock fall hazard from Mile Post 1.8 to Mile Post 2.15.

Project Purpose:

Maintenance

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $2,440,955
Estimated Open to Public Year: 2021
Introduced to the Plan: 2 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 05005.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 1818 KIPDA ID# 1302

Project Description:

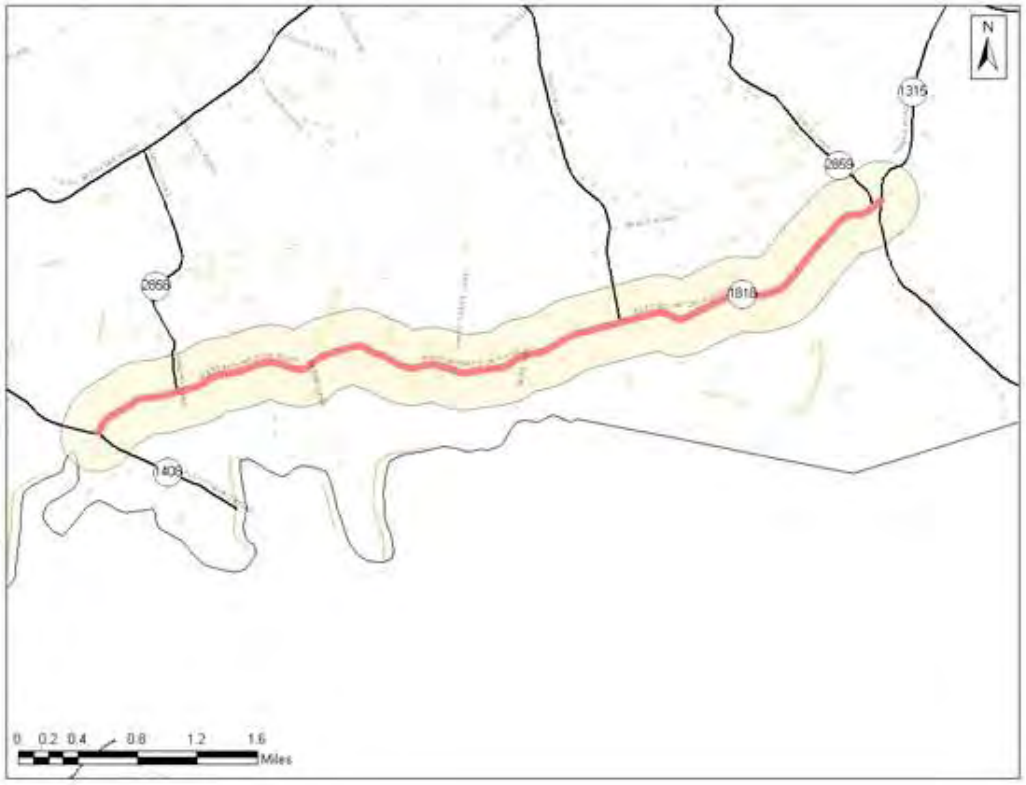
Reconstruct/widen KY 1818 from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1408 to KY 1315.

Project Purpose:

A new connection from KY 1818 to the proposed Old Henry Road Bypass should help manage traffic growth expected in this area as a result of the new bypass. The connector alone is expected to carry 8,000 vehicles per day in the future. Reconstruction and widening of KY 1818 from KY 1408 to KY 1315 and KY 1315 from KY 1818 to KY 53 should improve safety and avoid future congestion of these routes.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $74,889,434
Estimated Open to Public Year: 2030
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 1819 — KIPDA ID# 233

Watterson Trail

Project Description:

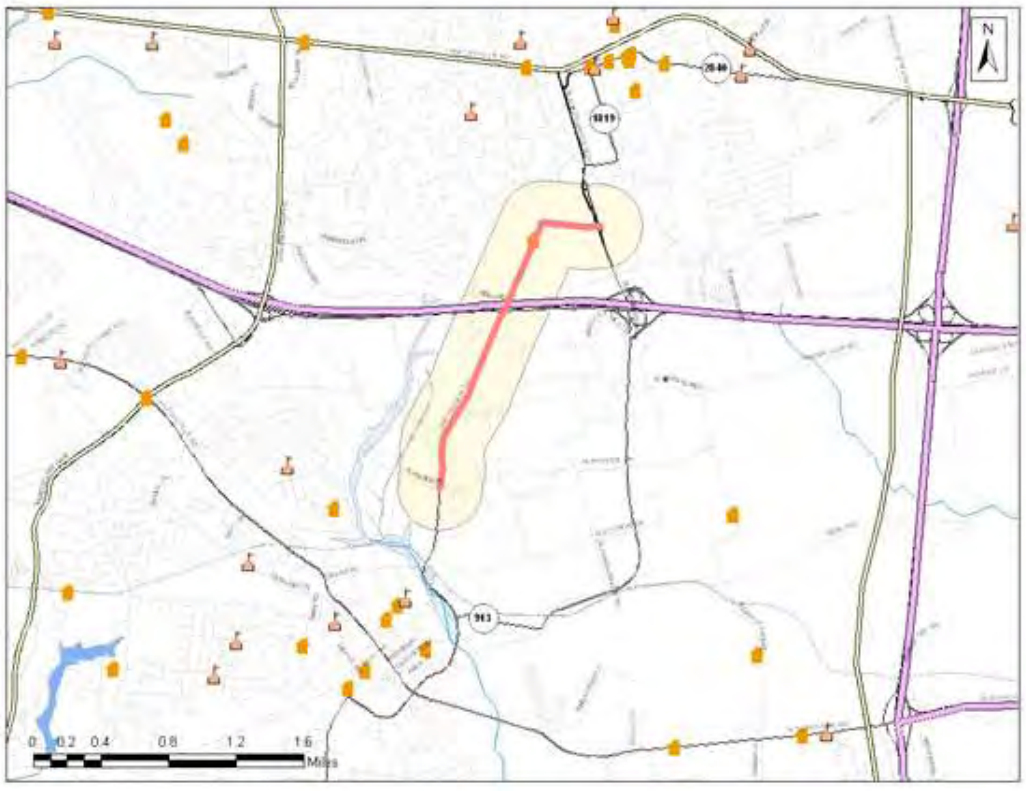
Reconstruct and widen KY 1819 (Watterson Trail) from 2 to 3 lanes (3rd lane will be a center turn lane) from Plantside Drive to KY 913 (Blankenbaker Parkway). Approximately 2.0 miles in length.

Project Purpose:

This project will improve roadway geometrics improving safety and will accommodate demands from local residential and industrial development.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $14,601,600
Estimated Open to Public Year: 2019
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00373.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 1819 — KIPDA ID# 257

Billtown Road

Project Description:

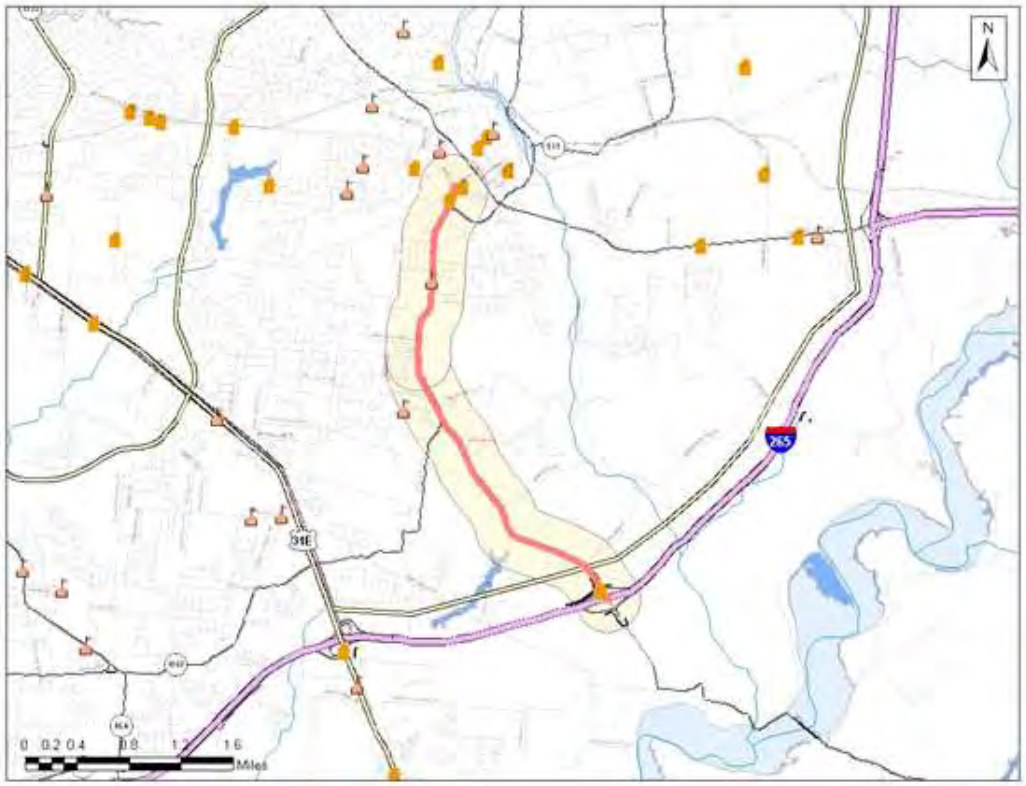
Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 miles.

Project Purpose:

This project will improve road geometrics to improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $21,632,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08203.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 1819 — KIPDA ID# 1819

Billtown Road

Project Description:

Spot improvements to KY 1819 (Billtown Road) between Easum Road and Colonnades Road. Project length is 1.1 mi.

Project Purpose:

This project will reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $7,380,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08203.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

KY 1931 — KIPDA ID# 128

Greenwood Road

Project Description:

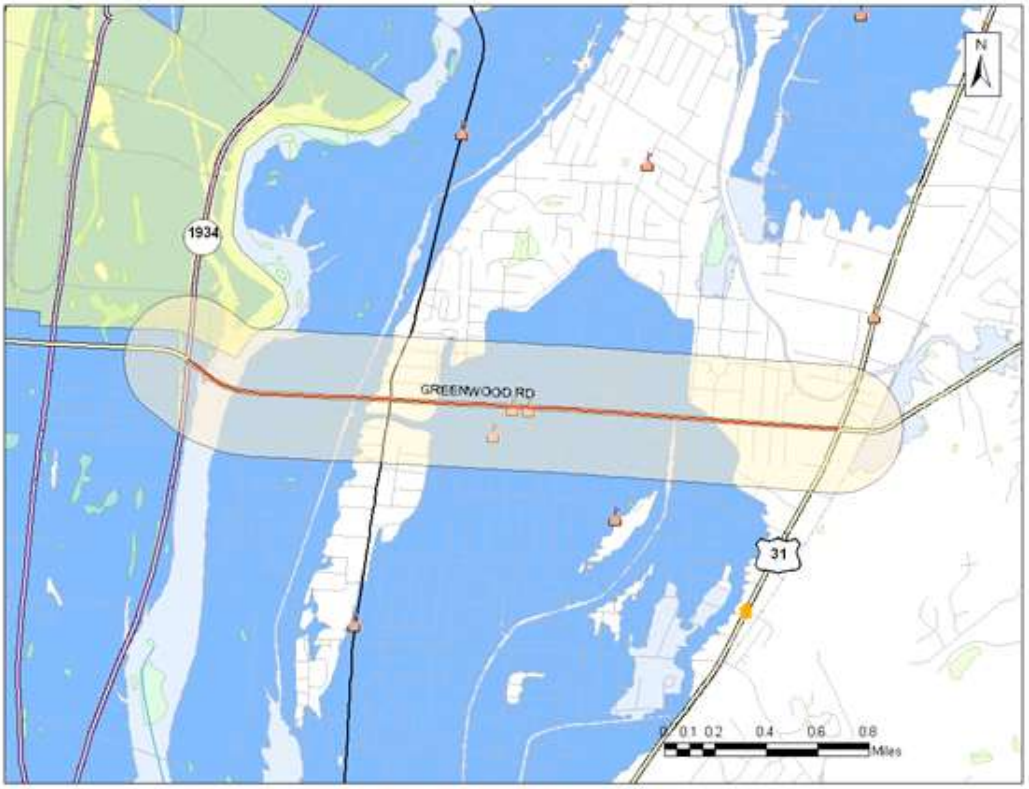
Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles.

Project Purpose:

Provide improved access between Dixie Highway and Greenbelt Highway.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $22,800,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08408.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 1931 — KIPDA ID# 446

Manslick Road

Project Description:

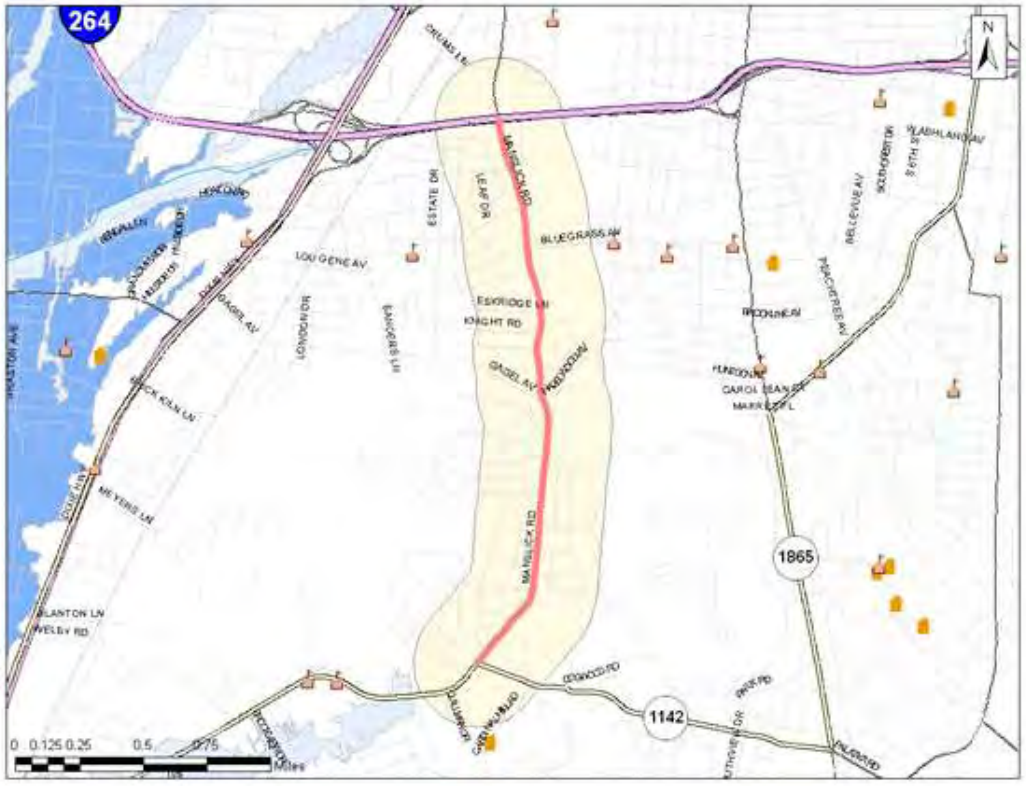
Widen KY 1931 (Manslick Road) from 2 to 3 lanes from KY 1931 (Saint Andrews Church Road) to I-264 (Henry Watterson Expressway).

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $32,020,644
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 1931 — KIPDA ID# 467

Saint Andrews Church Road

Project Description:

Widen KY 1931 (Saint Andrews Church Road) from 2 to 3 lanes from US 31W (Dixie Highway) to KY 1142 (Palatka Road).

Project Purpose:

This project will reduce congestion and improve safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $32,020,644
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

KY 1931 **KIPDA ID# 2027**

Project Description:

Scoping Study of the corridor from US-31W (Dixie Hwy.) to I-264.

Project Purpose:

Develop an overall plan for the corridor covered by KIPDA LRP projects 446 and 467. The recommendations will identify short term and long term improvements and include estimates and priorities. Some of the major considerations that will impact the recommendations will include eventual interstate access at Manslick Road and Louisville Loop access from Iroquois Park to the Loop via St. Andrews/Greenwood Rd.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $400,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 5 2012
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

KY 1932 — KIPDA ID# 213

Chenoweth Lane

Project Description:

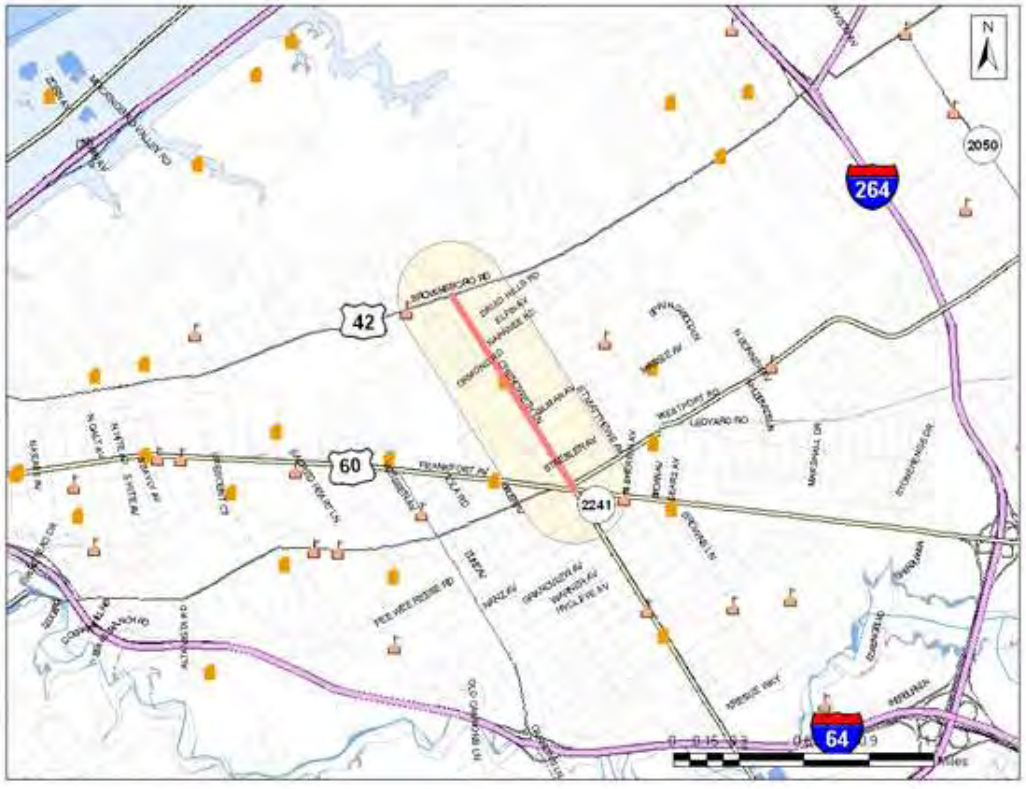
Widen KY 1932 (Chenoweth Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles.

Project Purpose:

The purpose of this project is to improve the safety and reduce congestion on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) north to US 42 (Brownsboro Road). Approximately 1.07 miles.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $7,116,400
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 1932 — KIPDA ID# 261

Breckenridge Lane

Project Description:

Transportation System Management improvements on KY 1932 (Breckenridge Lane) from KY 1447 (Westport Road) to Kresge Way.

Project Purpose:

Transportation System Management (TSM) projects are intended to improve the operation capacity of existing roadways and transit. TSM measures may include turn lane installation, individual intersection signal improvements, intersection signal synchronization's within a travel corridor, designation of reversible lanes and high occupancy vehicle lanes.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,200,774
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

KY 1934 — KIPDA ID# 1822

Cane Run Road

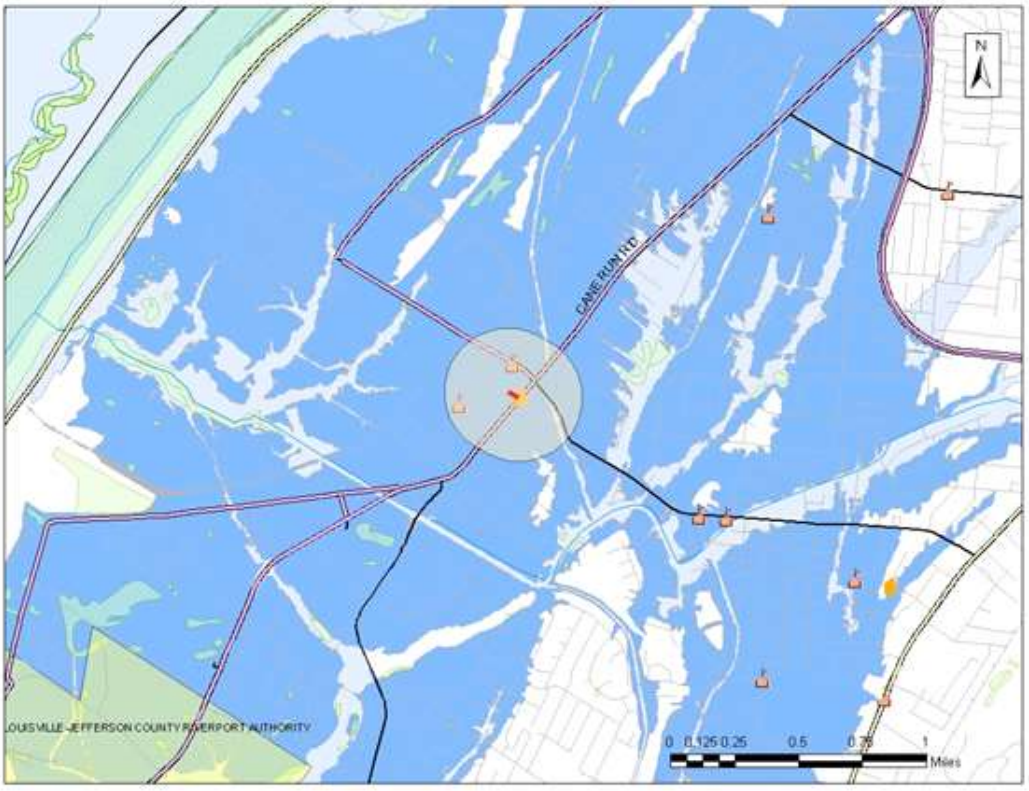
Project Description:

Construct a new access road at the entrance to Farnsley-Kaufman House from KY 1934 (Cane Run Road).

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $80,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08505.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



KY 2050 — KIPDA ID# 2114

Herr Lane

Project Description:

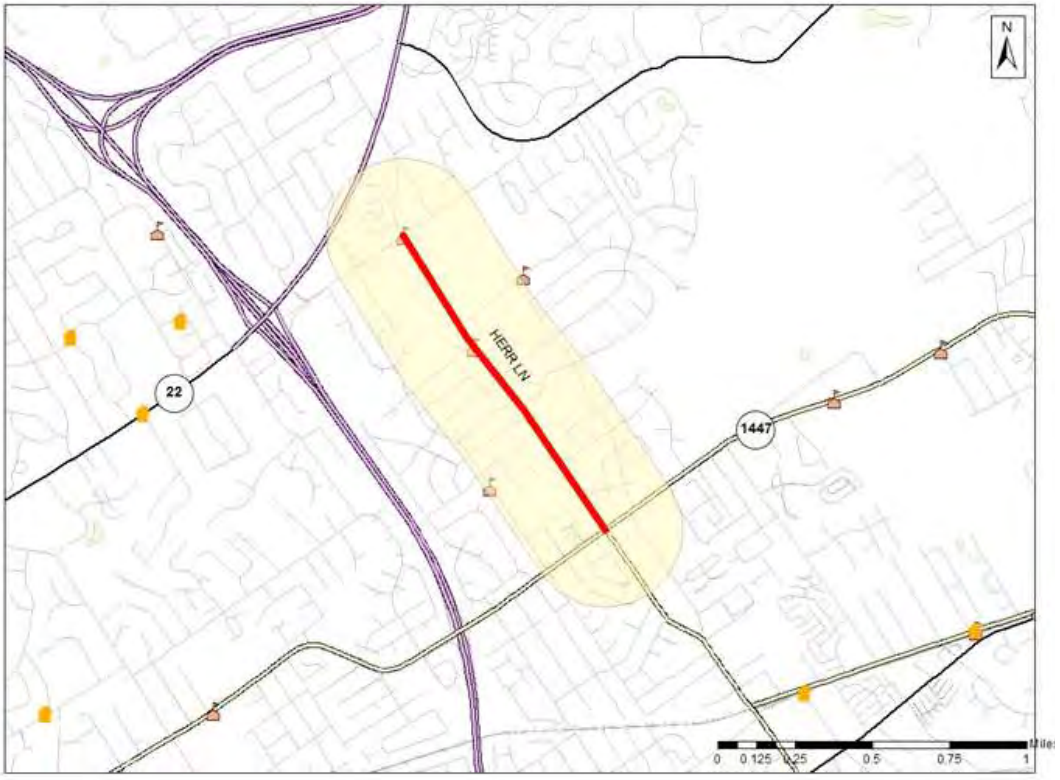
Widen KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road) adding turn lanes and operational improvements as necessary to reduce congestion and improve safety. From MP 1.030 to MP 2.180.

Project Purpose:

This project will reduce traffic congestion and improve safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $5,080,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 2052 — KIPDA ID# 464

Shepherdsville Road

Project Description:

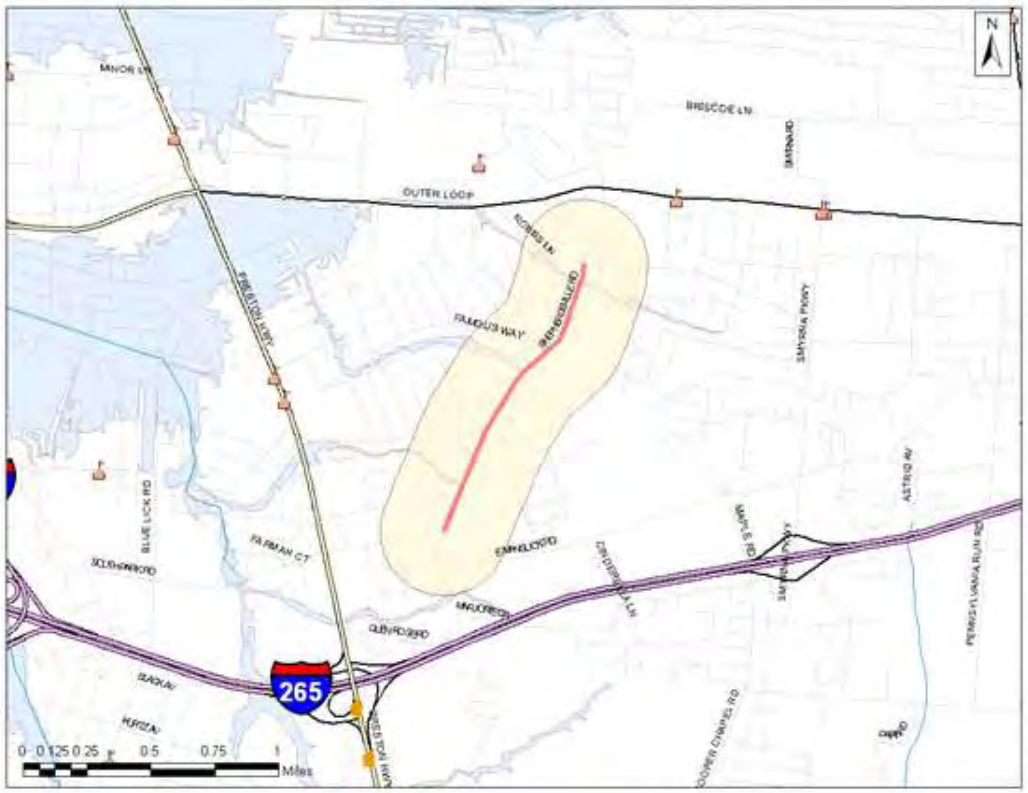
Widen KY 2052 (Shepherdsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 2845 (Manslick Road) to Applegate Lane.

Project Purpose:

This project will reduce traffic congestion and improve safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $11,207,226
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



KY 2053 — KIPDA ID# 448

Mount Washington Road

Project Description:

Reconstruct KY 2053 (Mount Washington Road) as a 3 lane road (3rd lane will be a center turn lane) from KY 61 (Preston Highway) to KY 864 (Cedar Creek Road). Third lane would be a 2-way left turn lane.

Project Purpose:

This project will improve safety and reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $15,791,181
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00443.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

KY 2053 — KIPDA ID# 1396

Mount Washington Road

Project Description:

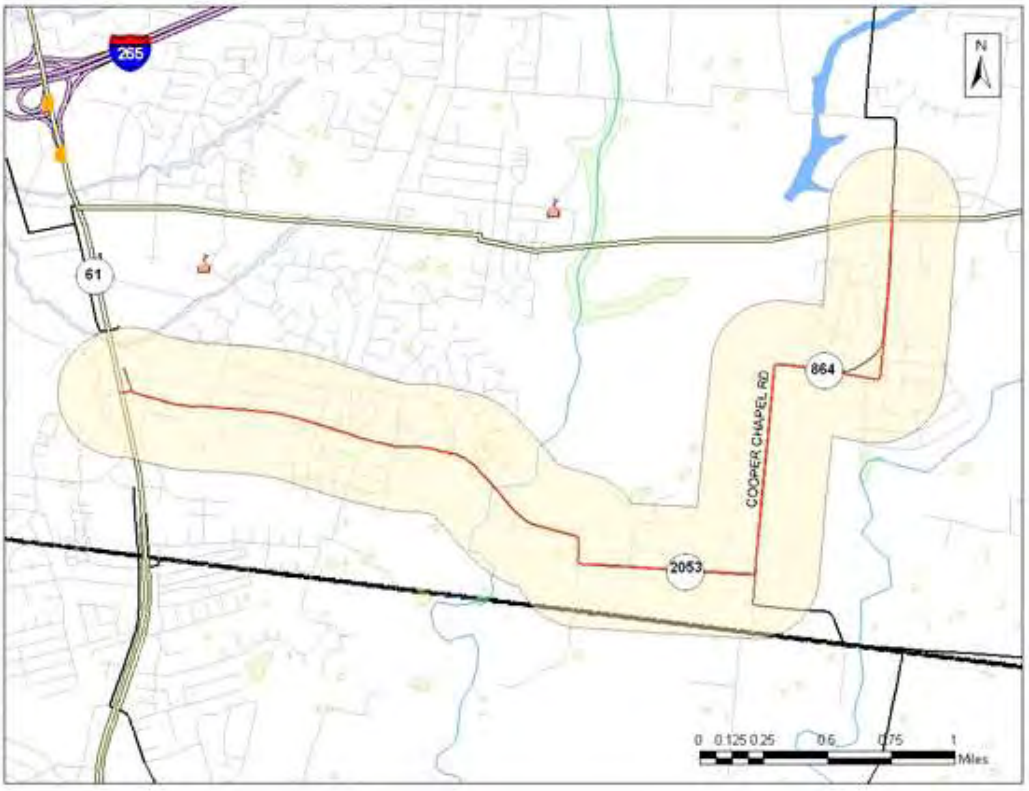
Widen KY 2053 (Mount Washington Road) from 2 to 3 lanes (3rd lane is center turn lane): Phase 1 - from KY 61 (Preston Highway) to Penn Run Creek; Phase 2 - from Penn Run Creek to KY 864 (Cedar Creek Road) (Open to public date is 2020). Project length: Phase 1 - 1.6 mi; Phase 2 - 1.2 mi.; total - 2.8 mi.

Project Purpose:

Widen roadway to improve safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 6 2005
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08205.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 2053 **KIPDA ID# 2161**

Project Description:

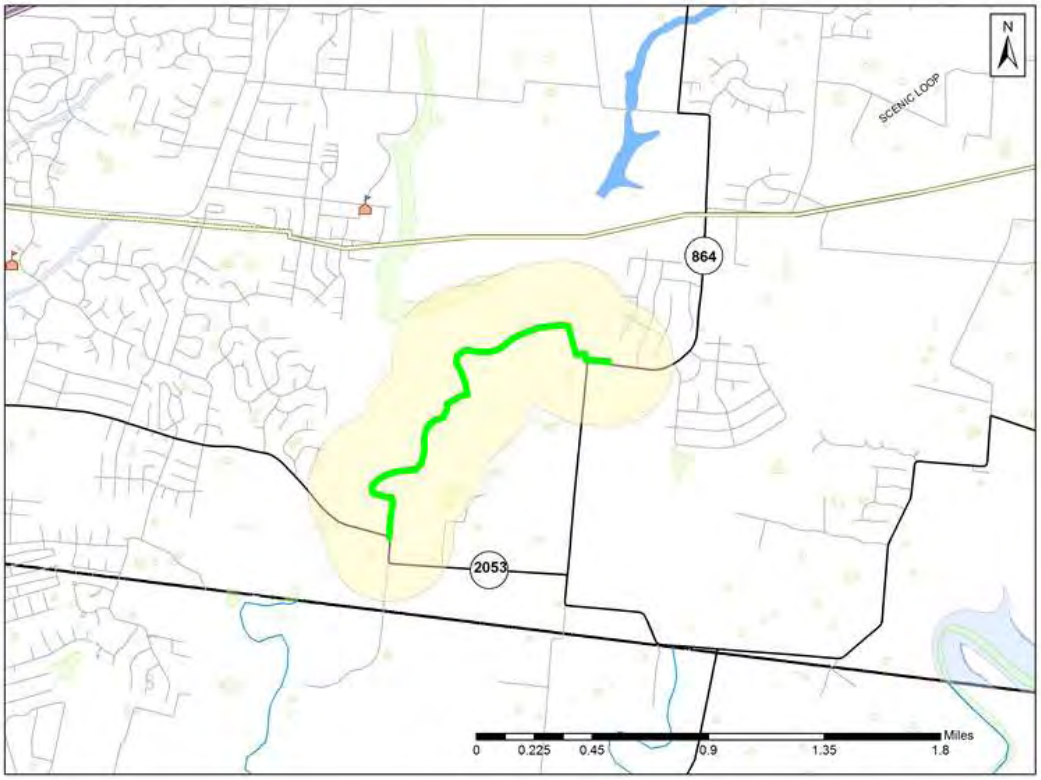
Design and construct phase 3 of a new north/south park road, including shared used path, on east side of lake traversing Quail Chase Golf Course to connect to the southern portion of McNeely Lake, Mount Washington Road, and Cedar Creek Road. Includes 03034.00.

Project Purpose:

Create a new connection including shared use path to connect southern portion of McNeely Lake, Mount Washington Road, and Cedar Creek Road.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $4,120,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08402.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



KY 2053 / KY 864 — KIPDA ID# 1928

McNeely Lake Park Road

Project Description:

Design and construct (Phase 2) connection from south McNeely Lake Access area to Phase 1.

Project Purpose:

This project will provide access to McNeely Park.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $6,900,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08401.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

KY 2053/KY 864 — KIPDA ID# 1823

McNeely Lake Park Road

Project Description:

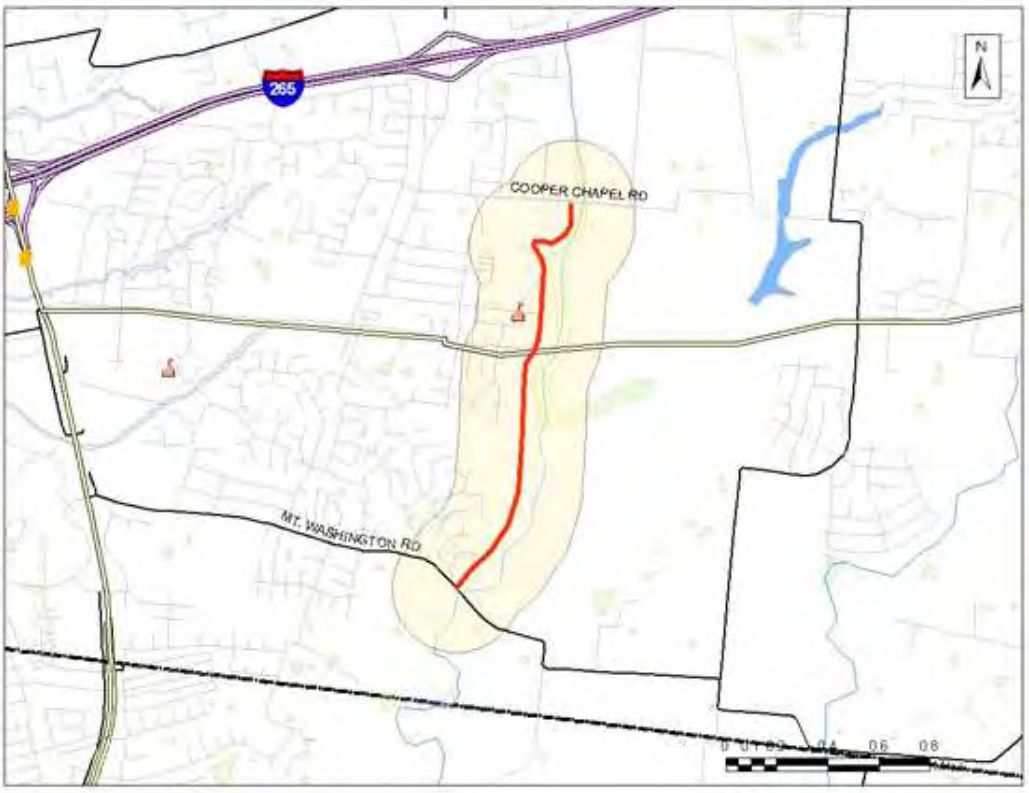
Design and construct (phase 1) of a new North/South Park Road west of McNeely Lake from Cooper Chapel Road to Mount Washington Road. Project length is 2.0 mi.

Project Purpose:

This project will provide access to McNeely Park.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $7,200,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08400.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



KY 2055 — KIPDA ID# 1451

Manslick Road/Mount Holly Road

Project Description:

Construction of a roundabout at West Manslick Road/Mount Holly Road at the intersection of Fairdale Road/Mitchell Hill Road as well as pavement rehabilitation from M.P. 1.36 to 1.42 on KY 2055

Project Purpose:

To improve traffic conditions.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $6,040,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include bike lanes and other amenities
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #: 08501.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

KY 2055 — KIPDA ID# 1824

Mount Holly Road

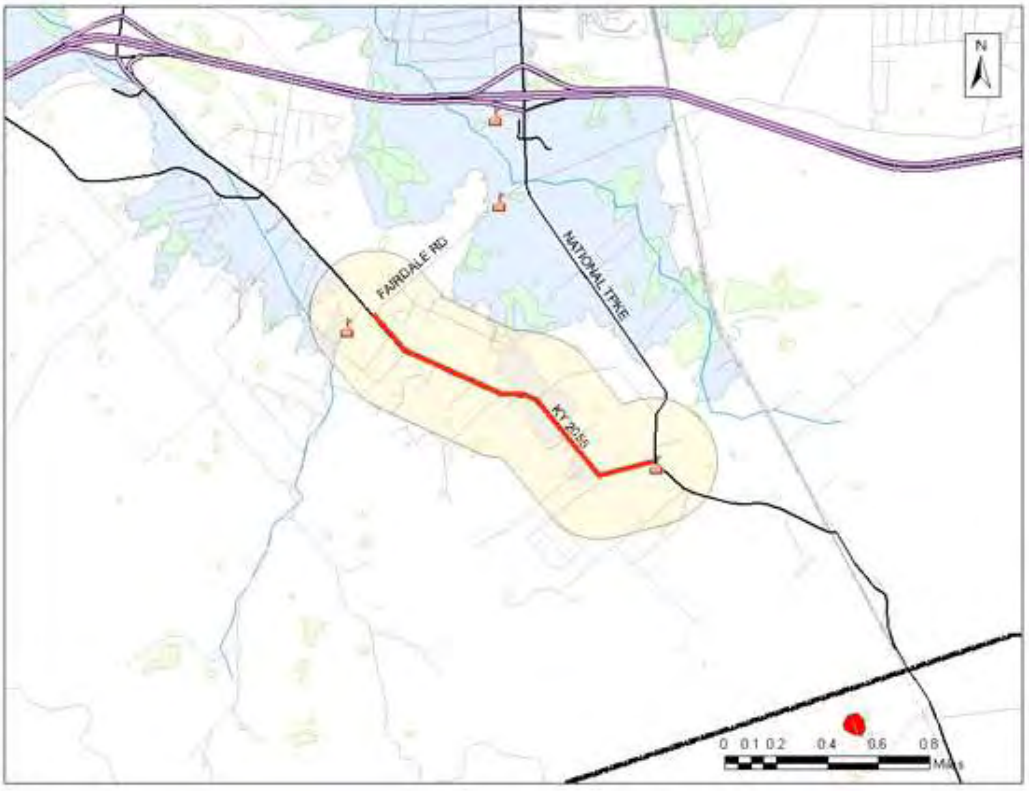
Project Description:

Widen KY 2055 (Mount Holly Road) from 2 to 3 lanes from KY 1020 (National Turnpike) to Fairdale Road. Project length is 1.4 mi.

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,050,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08503.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



KY 2251 — KIPDA ID# 2156

Bardstown Road

Project Description:

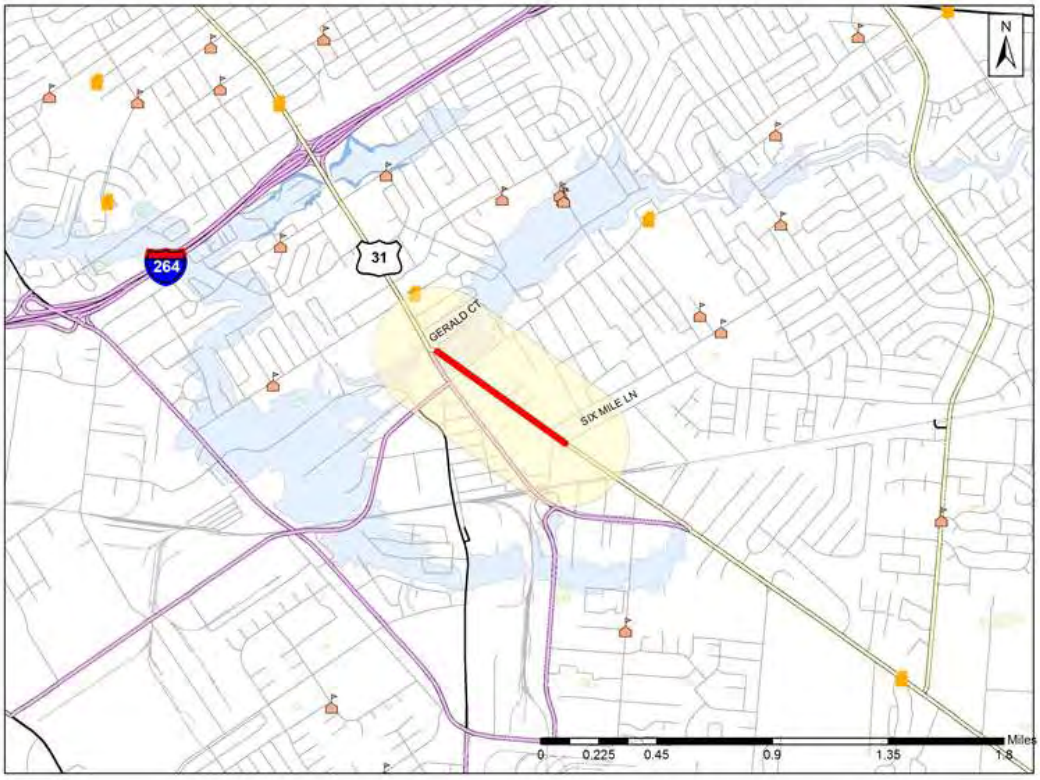
Upgrade a 1-mile section of sidewalks, curbing and beautification to Bardstown Road in Buechel.

Project Purpose:

Beautification and pedestrian improvements on KY 2251 (Bardstown Road) to US 31E (Bardstown Road).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $350,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08702.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



KY 2845 — KIPDA ID# 445

Manslick Road

Project Description:

Reconstruct and widen KY 2845 (Manslick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Shepherdsville Road.

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $12,808,258
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

KY 2845 — KIPDA ID# 961

Manslick Road

Project Description:

Reconstruct and widen KY 2845 (Manslick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Shepherdsville Road to KY 864 (Beulah Church Road).

Project Purpose:

Improve traffic flow and safety

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $19,212,387
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

LaGrange Overpass — KIPDA ID# 442

Project Description:

Construct LaGrange overpass (4 travel and 1 center turn lane) over I-71 from Business Park Road to New Moody Lane. Project length is 0.3 miles.

Project Purpose:

To improve traffic clow and capacity on KY 53.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $15,620,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08201.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

LaGrange Road Bicycle & Pedestrian Improvements — KIPDA ID# 1634

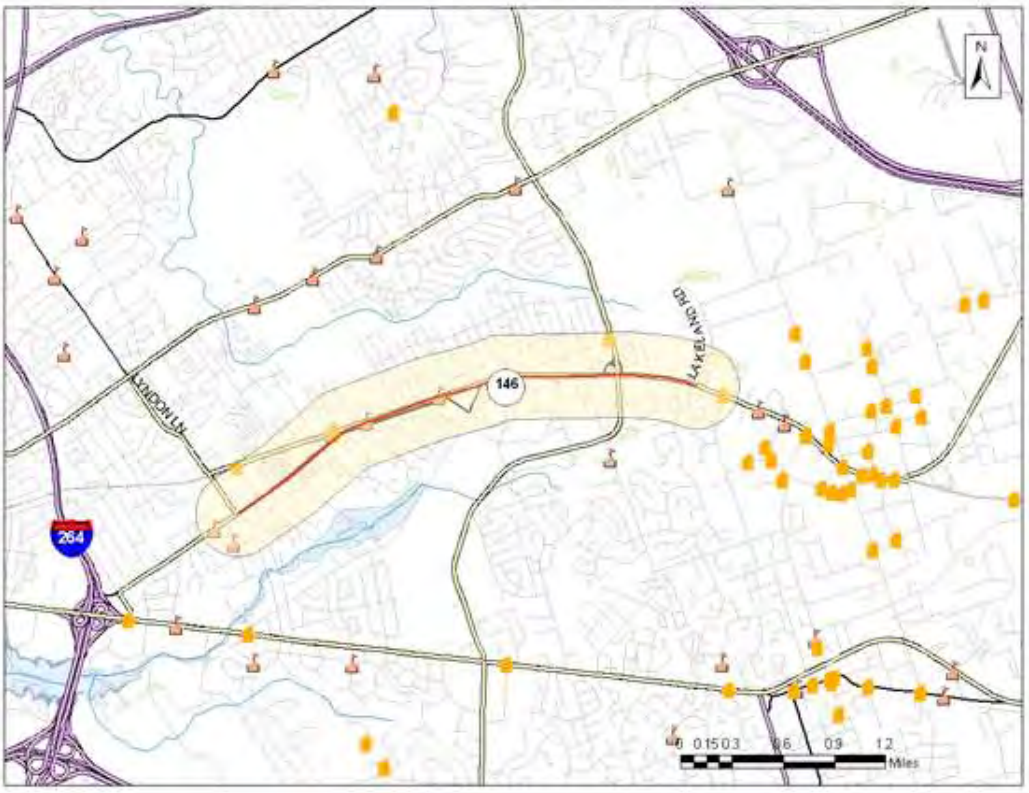
Project Description:

Increase the pavement width along LaGrange Road by 8 feet to provide two 4' on-street bicycle lanes from Lakeland Road to Whipps Mill Lane, and add a sidewalk along the north side of the roadway from Lakeland Road to Bowen Elementary.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,035,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include bike lanes
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



LaGrange Road Pedestrian Facilities Project — KIPDA ID# 1791

Project Description:

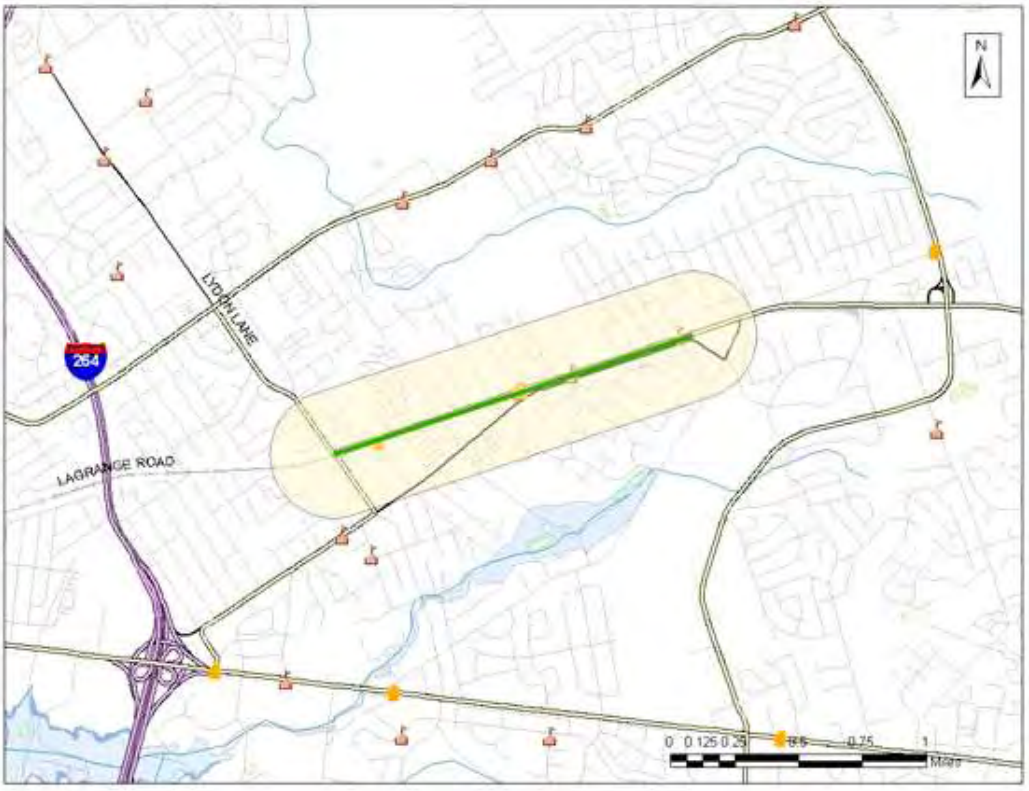
(1) Construction of sidewalks along LaGrange Road from Lyndon Lane to Bowen Elementary School. (2) Narrow the travel lanes from 12 ft. to 11 ft. and remove the rumbles from the shoulders to provide two 4-foot on-street bicycle lanes along New LaGrange Road (KY-146) from Lyndon Lane to Whipps Mill Road.

Project Purpose:

Addition of bicycle and pedestrian facilities.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,695,500
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include bike lanes
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



LaGrange Underpass West of LaGrange — KIPDA ID# 321

Project Description:

Construct a 4 lane uninterrupted rail underpass west of LaGrange.

Project Purpose:

To provide road access not obstructed by railroad crossing.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $14,050,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00434.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

Lebanon Junction City Park Improvements — KIPDA ID# 2143

Project Description:

Construct 500 feet of trail, 6 feet wide for walking and biking, extending the existing trail located in the City Park. The project includes trailside facilities (lighting, signage, landscaping).

Project Purpose:

Project will esxtend the exisiting trail for biclce and pedestrian use in the city park.

Contact Agency: Lebanon Junction
County/Counties: Bullitt
Project Cost: $66,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Lewis & Clark Trail — KIPDA ID# 1012

Project Description:

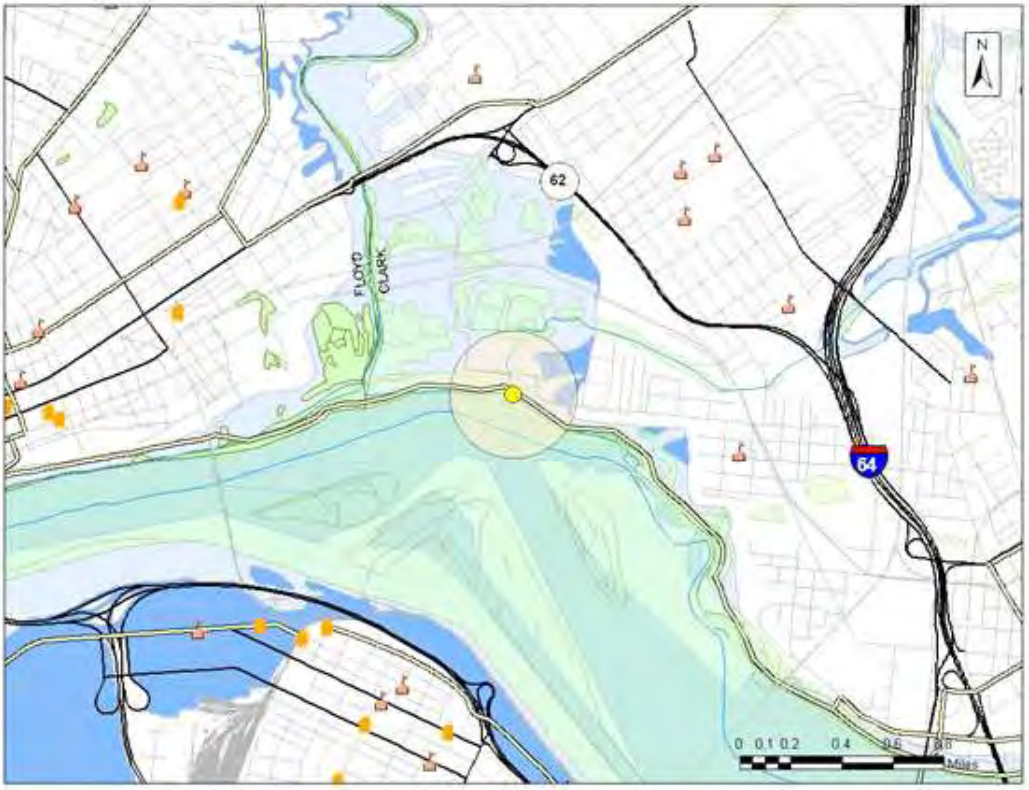
Construction of a bicycle and pedestrian trail from George Rogers State Park to Loop Island Wetlands, including interpretive signage, trailheads describing the significance of the historic area, and the cultural resources.

Project Purpose:

The purpose of this project is to connect the Town of Clarksville with the City of New Albany via a multi-use path as part of the Ohio River Greenway.

Contact Agency: Clarksville PW
County/Counties: Clark
Project Cost: $3,668,751
Estimated Open to Public Year: 2016
Introduced to the Plan: 2 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #: 0200120
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Little Indian Creek Trail - Phase 1 — KIPDA ID# 2103

Project Description:

Construct phase one of Little Indian Creek Trail system from Paoli Pike to US 150 near Highlander Point, 1.6 miles.

Project Purpose:

County has identified this trail system as phase one of a trail system in its Major thoroughfare plan.

Contact Agency: Floyd Co.
County/Counties: Floyd
Project Cost: $1,190,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Louisville Loop — KIPDA ID# 1856

Northeast Shared-Use Path

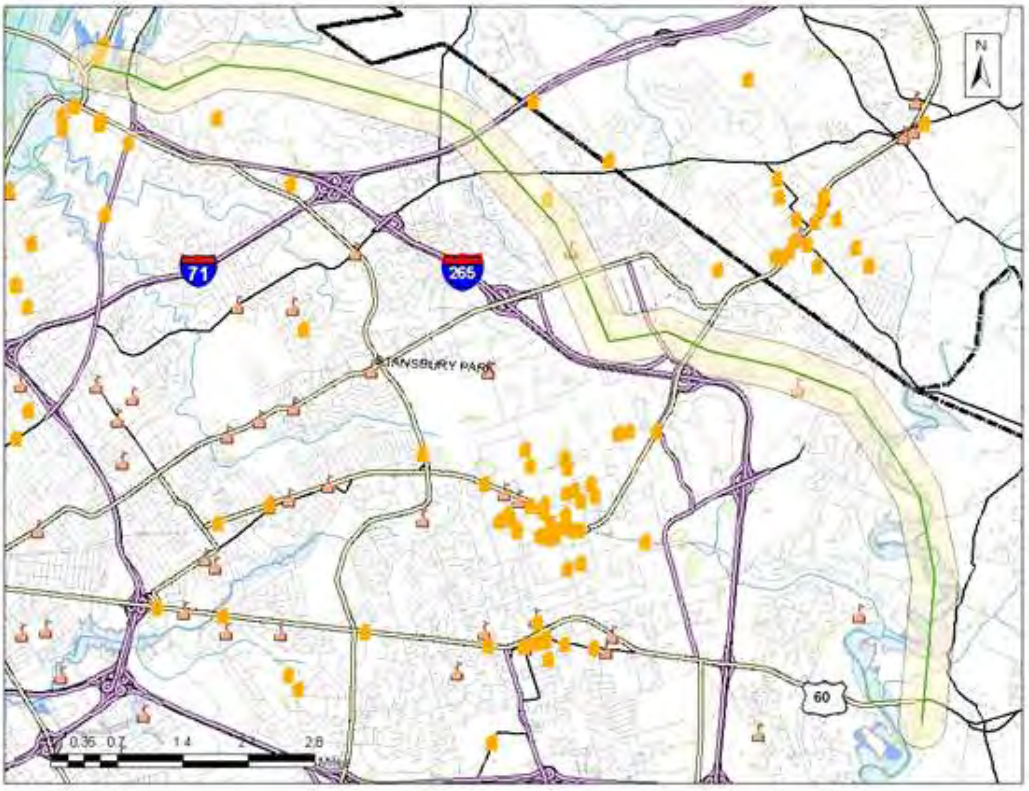
Project Description:

Design and construction of a shared-use path connecting Miles Park on Shelbyville Road to River Road. Approximately 18 miles.

Project Purpose:

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $18,979,785
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Louisville Loop — KIPDA ID# 1857

Southern Shared-Use Path - Ohio River Levee Trail

Project Description:

Design and construct a shared-use path connecting the Ohio River Levee Trail to McNeely Lake Park. Approximately 28 miles of the 100-mile Louisville Loop.

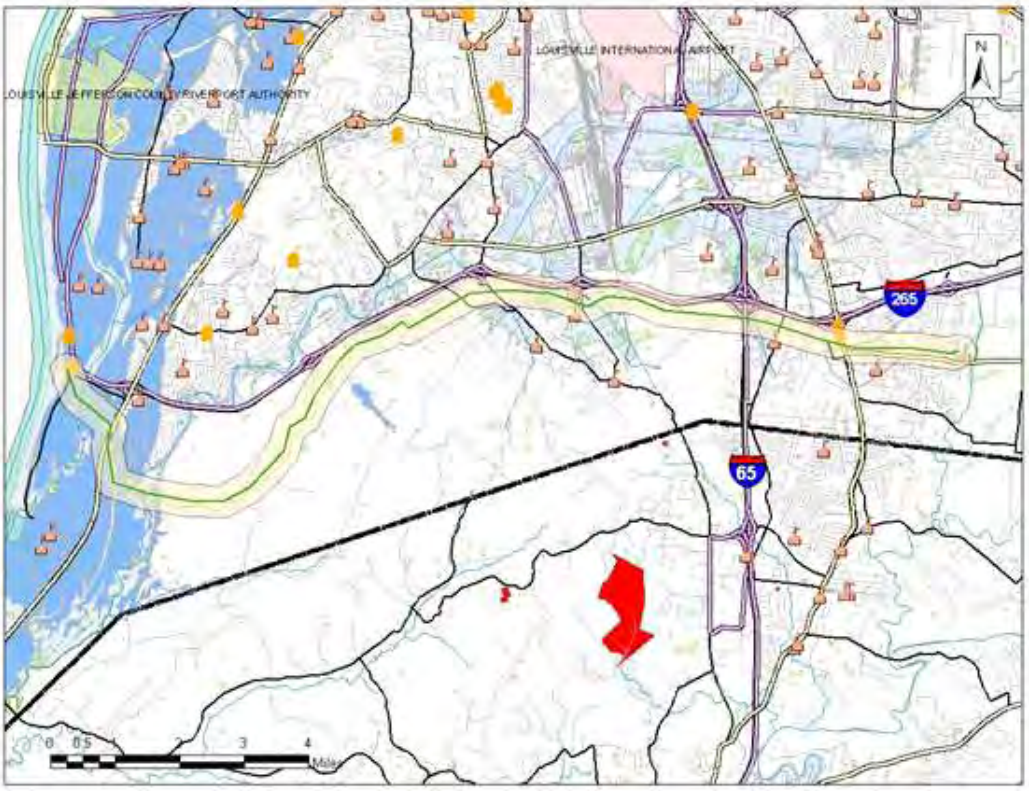
Project Purpose:

The southern segment of the Loop will provide a shared-use path system to allow pedestrians and cyclists to safely connect from neighborhoods to parks, schools, workplaces and other community facilities on monstly off-road facilities. It will provide safe alternative transportation routes for pedestrians and cyclists such as younger children and families who prefer not to ride on the road. On-street bike and ped facility will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $35,525,862
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian facilties; details unknown at this time



Louisville Loop Shared Use Path — KIPDA ID# 2086

Jefferson Memorial Forest (JMF) - Pond Creek

Project Description:

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder FWY to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.

Project Purpose:

Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $2,826,334
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Louisville Loop Shared Use Path — KIPDA ID# 2087

Jefferson Memorial Forest (JMF) - Dodge Gap

Project Description:

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.

Project Purpose:

Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $2,450,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Louisville Loop Shared Use Path — KIPDA ID# 2092

Jefferson Memorial Forest (JMF) - Medora

Project Description:

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 miles.

Project Purpose:

Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $1,222,034
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Louisville Loop Trail Bike and Pedestrian Crossing @ KY 155 — KIPDA ID# 2117

Project Description:

Construct a bike and pedestrian crossing at South Pope Lick Road (KY 155) connecting the Louisville Loop Trail at KY 155. From MP 4.800 to MP 5.000.

Project Purpose:

This project will improve the safety on the Louisville Loop Trail and KY 155.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,950,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Louisville Medical Center Development Corp. Project — KIPDA ID# 1374

Project Description:

Sidewalk, pedestrian facilities and streetscape improvements in the vicinity of the Haymarket Block in downtown Louisville. Block bounded by Market Street, Floyd Street, Jefferson Street, and Preston Street.

Project Purpose:

Improve pedestrian facilities in the Medical Center area.

Contact Agency: Univ. of Louisville
County/Counties: Jefferson
Project Cost: $491,964
Estimated Open to Public Year: 2015
Introduced to the Plan: 4 2005
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #: 00502.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Louisville Metro High Priority Bridge Repairs — KIPDA ID# 1930

Project Description:

Repair of high priority bridges/culverts identified in the Louisville Metro Bridge Improvement Plan, dated July 30, 2010. Bridges include: C00026N (#1) Scenic Loop - $20,000; C00033N (#8) Beargrass Road - $165,000, C00069N Hikes Lane - $180,000; C00083N East Kentucky Street - $185,000; C00086N Klondike Lane - $20,000; C00099N Minors Lane - $80,000; C00130N River Road - $255,000; C00132N Roederer Drive - $55,000; C00156N Vim Drive - $40,000; C00164N East Woodlawn Overpass - $530,000; C00167N Old Clark Station Road - $40,000; C00168N Broad Run Road - $40,000; C00170N Browns Lane - $110,000; C00173N Watterson Trail - $25,000; N00009N Bearcamp Road - $20,000; N00024N Blevins Gap Road - $5,000; N00032N Briscoe Lane - $35,000; N00044N Chenoweth Run Road - $40,000; N00076N East Indian Trail - $20,000; P00065N Seatonville Road - $20,000; P00110N Chenoweth Run Road - $15,000.

Project Purpose:

These bridges were recommended for repair and are considered high priority. This condition applies to structures in which the recommendation given should be completed in the short-term. The noted problems are adversely affecting the integrity of the structure and require monitoring until repair is performed.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,900,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include pedestrian facilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Louisville Metro High Priority Bridge Replacements — KIPDA ID# 1929

Project Description:

Replacement of high priority bridges/culverts identified in the Louisville Metro Bridge Improvement Plan, dated July 30, 2010. Bridges include: C00048N Echo Trail - $610,000; C00159N South Watterson Trail - $190,000; N00117N Penile Road - $190,000; N00163N Farmers Lane - $190,000; N00174N Chenoweth Run Road - $170,000; P00009N Poplar Lane - $120,000; P00012N Back Run Road - $80,000; P00041N Wolf Pen Branch Road - $640,000; P00054N Clark Station Road - $50,000; P00060N Pennsylvania Run Road - $50,000; P00070N Taylorsville Road - $70,000; P00116N Aiken Road - $60,000.

Project Purpose:

These bridges were recommended for replacement and are considered high priority. This condition applies to structures in which the recommendation given should be completed in the short-term. The noted problems are adversely affecting the integrity of the structure and require monitoring until replacement is performed.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,420,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Louisville Metro Loop Trail — KIPDA ID# 617

Project Description:

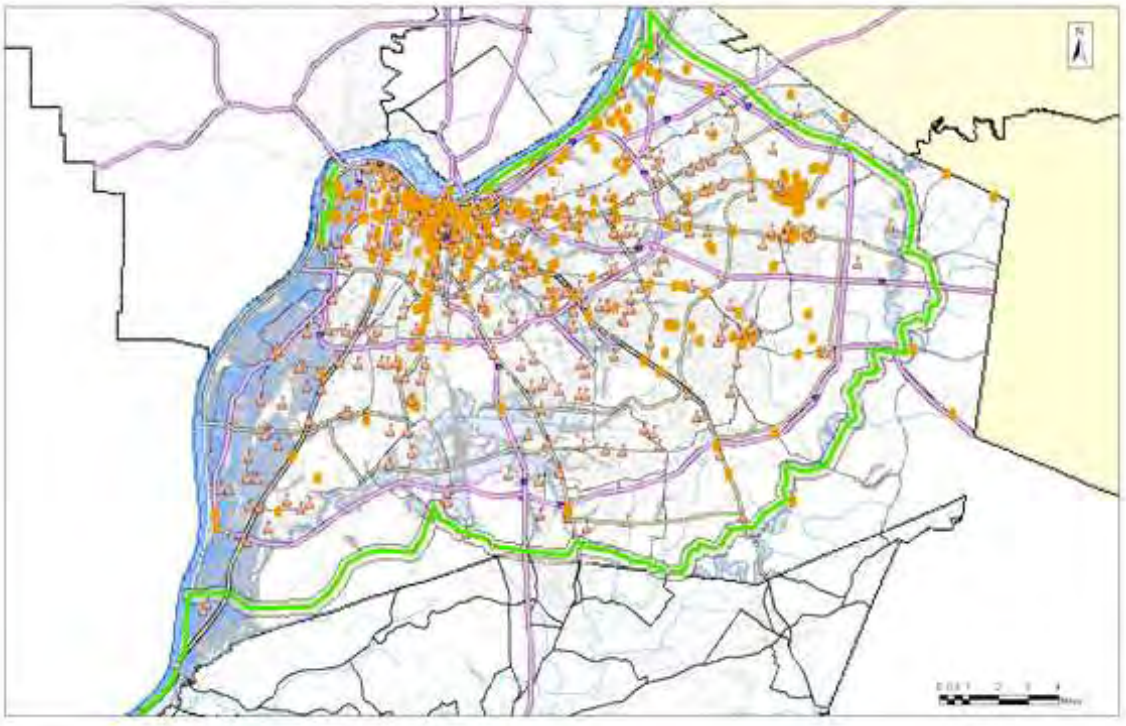
Louisville Metro Loop Trail: Completion of a 108-mile multi-use trail that will encircle Louisville Metro and connect to existing trail segments.

Project Purpose:

To provide safe alternative transportation routes for bicyclists and pedestrians in underserved parts of Louisville Metro.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $148,024,428
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Louisville Metro Sidewalk Rehabilitation — KIPDA ID# 1931

Project Description:

Rehabilitation of sidewalks to meet ADA requirements as identified within the Louisville Metro ADA Transition Plan.

Project Purpose:

Requirements for existing facilities and programs are stipulated in the DOJ ADA Title II regulation and the DOT/FHWA section 504 regulation. They apply a separate obligation for 'program access' to existing facilities not otherwise being altered. From DOJ's ADA Title II technical assistance manual:

The regulation governing existing facilities also provides that any "structural changes to facilities" necessary to comply with title II were to be made in accordance with a transition plan. 28 C.F.R. 35.150(d)(1). In particular, the regulation provides that such a "transition plan shall include a schedule for providing curb ramps" on "walkways" controlled by the public entity, "giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas." 28 C.F.R. 35.151(d)(2).

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,500,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Louisville Metro Sidewalks — KIPDA ID# 1642

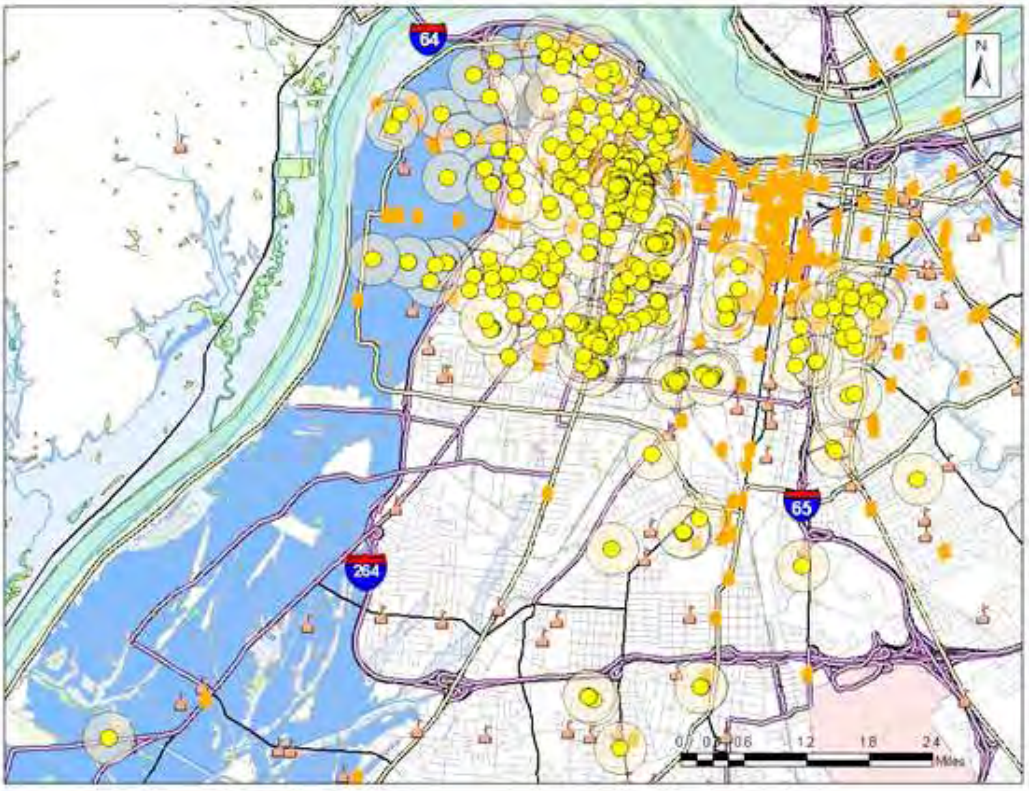
Project Description:

Construct approximately 100,000 linear feet of sidewalks in Louisville Metro.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,353,920
Estimated Open to Public Year: 2022
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Louisville Metro Urban Greenway — KIPDA ID# 1335

Project Description:

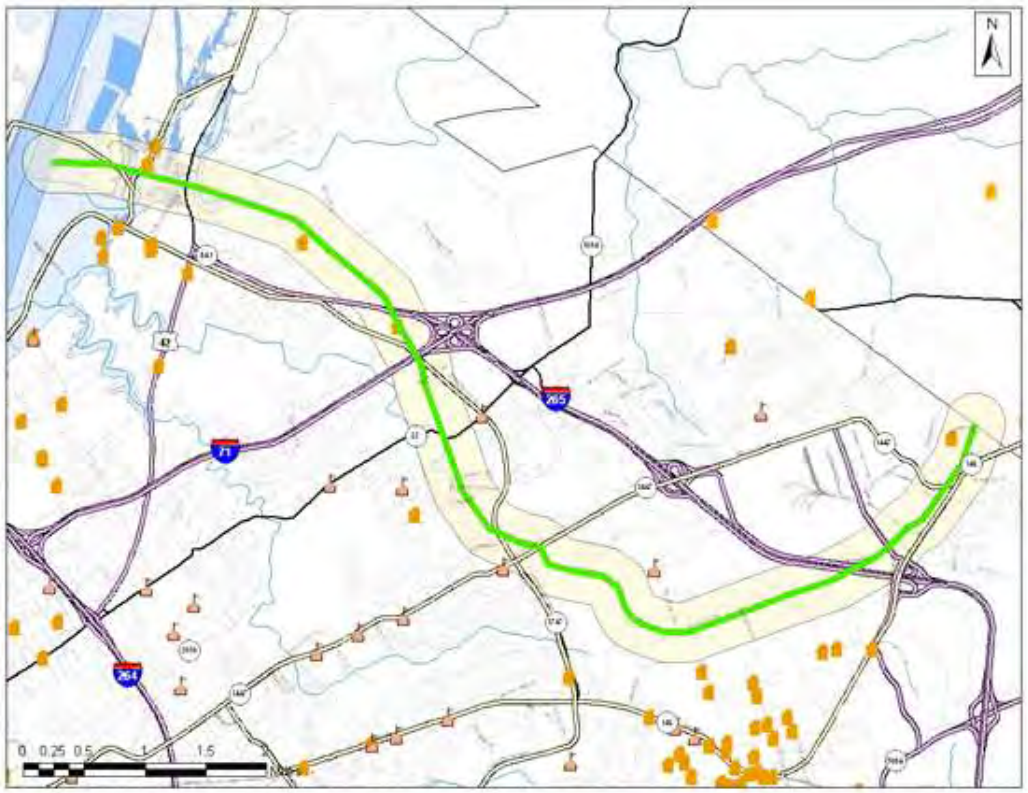
Plan, design and construct a 13.7 mile connection from the Oldham County Greenway to the Ohio River though Anchorage, Tom Sawyer Park, KY 1747 (Hurstbourne Parkway) and Wolf Pen Branch Road.

Project Purpose:

To promote bicycling and walking; to promote livable community and improve conditions for active and healthy lifestyle.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $3,785,600
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Louisville-Lexington Mass Transit Alternatives — KIPDA ID# 1932

Project Description:

Preliminary assessment study of mass transit need between Louisville and Lexington .

Project Purpose:

Conduct a scoping study and explore options for mass transit to connect Louisville and Lexington. Analyze need and potential transportation alternatives including cost estimates. Detailed scope of the project to be developed.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Luther Luckett Collector

KIPDA ID# 1188

Correction's Access Road

Project Description:

Construct new 2 lane road along Corrections Department Property from the main entrance of the KY State Reformatory at KY 146 to Dawkins Road.

Project Purpose:

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $2,573,689
Estimated Open to Public Year: 2025
Introduced to the Plan: 3 2003
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

Main Street — KIPDA ID# 1328

Project Description:

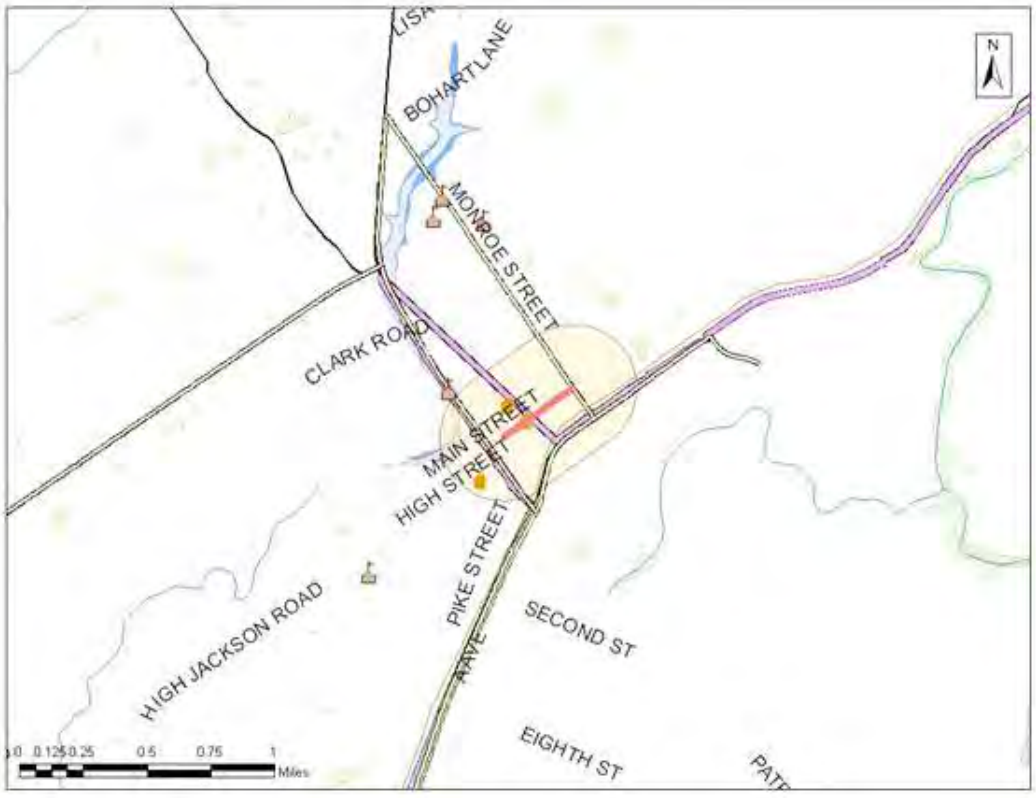
Reconstruct Main Street as a 2-lane road (no additional lanes) existing pavement, sidewalks, and curb and gutter from Main Cross Street to Monroe Street. (Approximately 1,750 feet). Replace existing storm sewer system.

Project Purpose:

Replace deteriorating pavement and sidewalks, and address drainage problems along roadway.

Contact Agency: Charlestown
County/Counties: Clark
Project Cost: $1,102,440
Estimated Open to Public Year: 2025
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Market Street/Spring Street — KIPDA ID# 1556

Project Description:

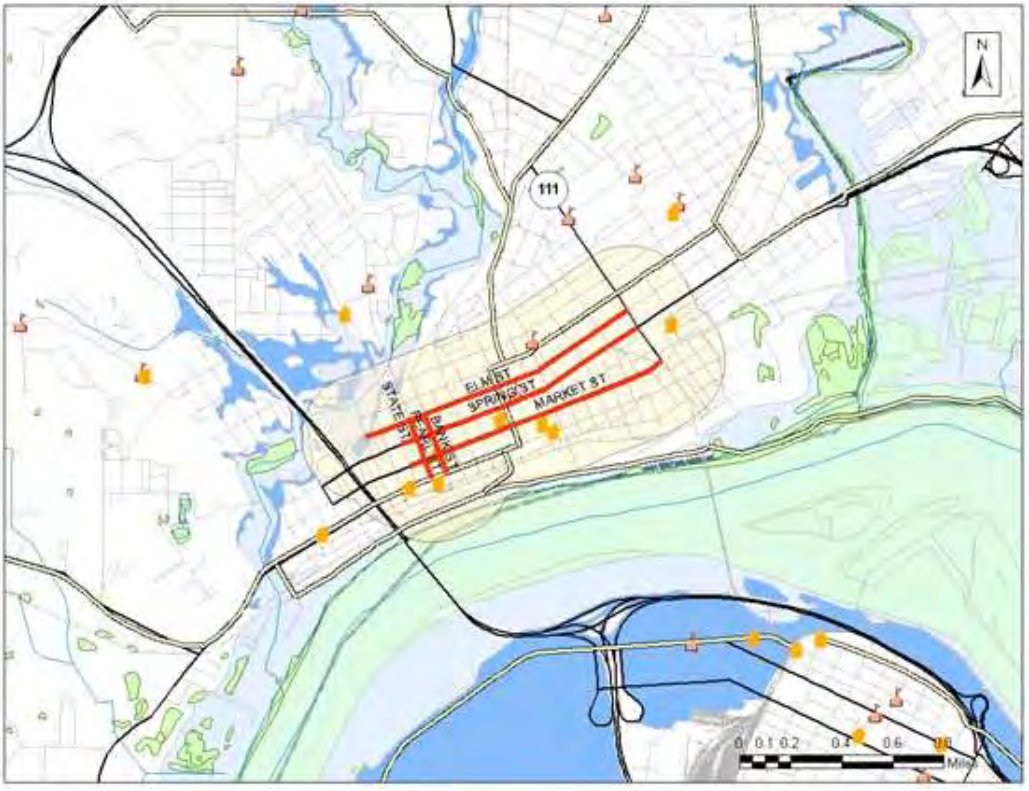
Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street; also includes the two-way conversion of Elm Street, Pearl Street, and Bank Street, as well as the installation of landscaped medians, bicycle lanes, and railroad crossing improvement as well as traffic calming devices and sidewalks.

Project Purpose:

This project would upgrade portions of Market Street and Spring Street between State Street and Vincennes Street to modify the street as two way. The change would enhance traffic flow and alleviate traffic congestion associated with New Albany's current one way street system in the Downtown district.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $2,650,000
Estimated Open to Public Year: 2015
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bike lanes
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #: 0901275
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑



McDonald Lane — KIPDA ID# 95

Project Description:

Reconstruct McDonald Lane as a 2 lane road (no additional lanes) from Grantline Road to Charlestown Road.

Project Purpose:

This project would upgrade the current roadway to include pedestrian walkways and enhance safety.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $7,687,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #: 0300779
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

McNair Road — KIPDA ID# 1331

Project Description:

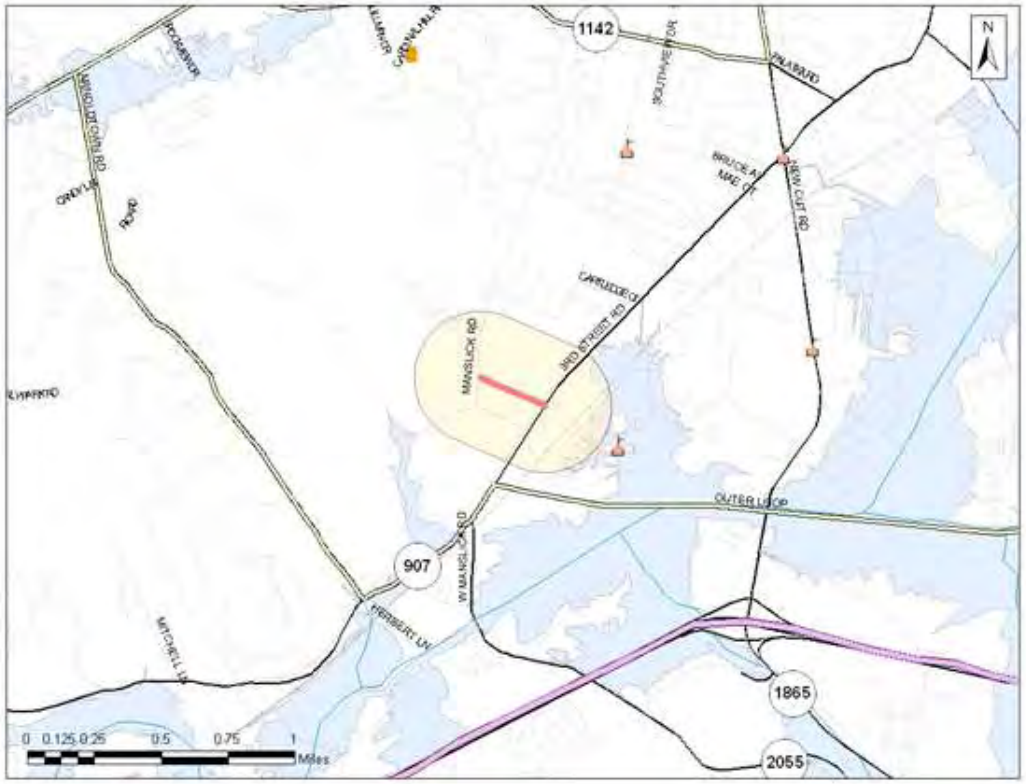
Reconstruct McNair Road as a 2-lane road (no additional lanes) from KY 907 (3rd Street Road) to Saint Anthony Church Road.

Project Purpose:

Improve McNair Road to current standards and eliminate drop-off to increase safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,172,251
Estimated Open to Public Year: 2028
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Memphis-Blue Lick Road — KIPDA ID# 1296

Project Description:

Reconstruct Memphis-Blue Lick Road as a 2 lane road (no additional lanes) with turning lanes at Crone Road, truck stop, Biggs Road, Mayfield Road, Bartle Knob Road, and Henryville-Blue Lick Road (6 locations) from I-65 to Pixley Knob Road. Approximately 2.6 miles.

Project Purpose:

To improve roadway and roadway safety.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $11,386,494
Estimated Open to Public Year: 2019
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Metro-wide Traffic Signal Synchronization - Phase 1 — KIPDA ID# 1811

Project Description:

Upgrade and expand the Metro-wide traffic signal program to reduce vehicle emissions, reduce overall vehicle delays and travel times, reduce fuel consumption, reduce vehicle operating costs and increase traffic safety. The proposed project would provide upgrades and communications to approximately 106 traffic signals along critical suburban corridors.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,000,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 03701.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Meyzeek Middle School Safe Routes to School — KIPDA ID# 1580

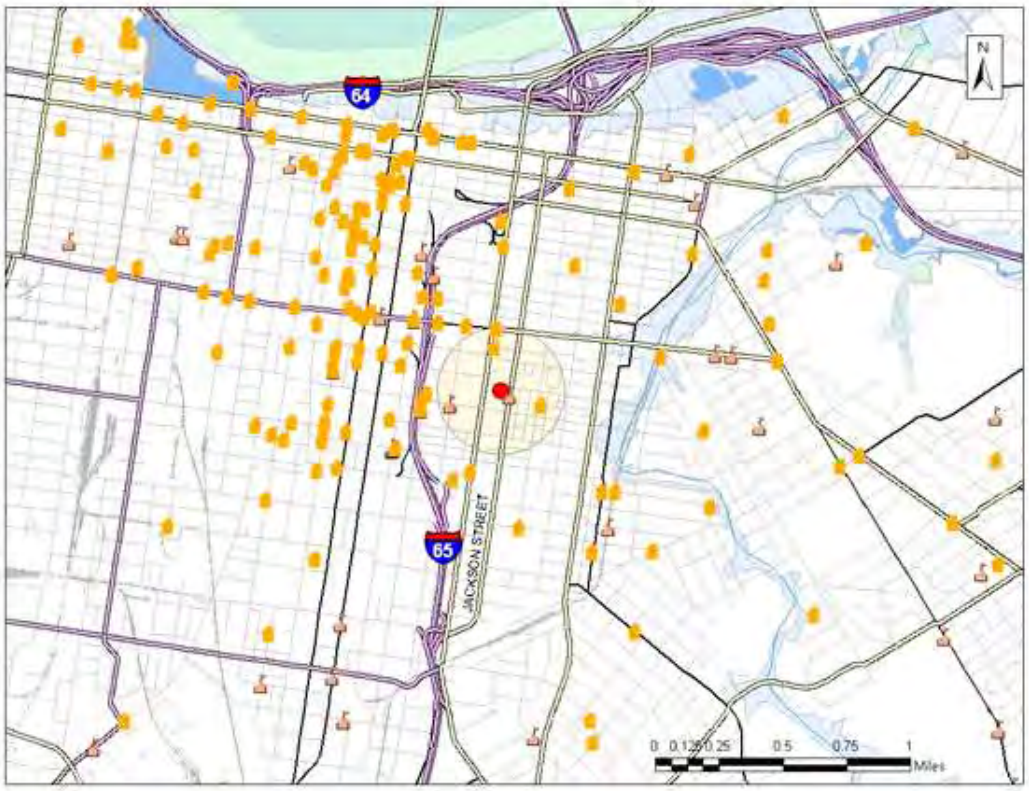
Project Description:

Funding will provide for safer crosswalks, better lighting, and installation of curbs. Also planned is a reconfigured student drop-off plan which will route vehicles to an improved entrance off South Preston Street, reducing traffic on Jackson and Breckinridge Streets, and closing Lampton Street to regular traffic between Preston and Jackson Streets, allowing safer pedestrian access to the school. Officials plan to install electronic gates that will provide bus access to the street.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $170,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Middletown Streeetscape Phase VI — KIPDA ID# 2068

Project Description:

The Middletown Streetscape Phase VI project will provide road improvements for approximately .52 miles beginning at the intersection of Old Shelbyville Road and Evergreen Road traveling east before concluding prior to the intersection of Old Shelbyville Road and Shelbyville Road (US60). The proposed project will include widening Old Shelbyville Road to a consistent 26', providing concrete header curbs along both sides of the road, relocating existing street lamps to a safe distance behind the new curb creating new transitions into existing driveways, as well as regrading road side drainage swales.

Project Purpose:

The purpose of the proposed project is to provide a safer vehicular access route to and from Historic Downtown Middletown along Old Shelbyville Road by improving the existing conditions that have become potentially hazardous. By widening the road and providing new concrete header curbs along the edges of the road it is anticipated that drivers will find driving on this road safer and more enjoyable. In addition, existing residents along Old Shelbyville Road will find maneuvering in and out of their driveways much easier and safer with the added roadway width. Also, by regrading the existing drainage swales, storm water runoff from the road will move through the drainage swales as originally intended eliminating the ponding and stagnant water conditions that currently exist within the roadside swales.

Contact Agency: Middletown
County/Counties: Jefferson
Project Cost: $329,300
Estimated Open to Public Year: 2014
Introduced to the Plan: 11 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Miscellaneous Sidewalks and Handicap Ramps — KIPDA ID# 2083

Project Description:

Construct and replace various sidewalks and handicap ramps throughout the city on a reoccurring annual basis.

Project Purpose:

To increase both pedestrian movement and improve the pedestrian system throughout the city. Increase handicap accessible access at street intersections and key locations to improve safety.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $46,200
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Mount Tabor Road — KIPDA ID# 309

Project Description:

Reconstruct Mount Tabor Road as a 2 lane road (no additional lanes) from Grantline Road to Charlestown Road.

Project Purpose:

This project would upgrade the current roadway to include pedestrian walkways and enhance safety and access to the I-265 corridor. This project, with KIPDA #51, would upgrade the whole of Mount Tabor Road and further enhance east-west travel in New Albany.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $5,655,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 5 2000
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #: 0710808
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Mud Lane — KIPDA ID# 449

Project Description:

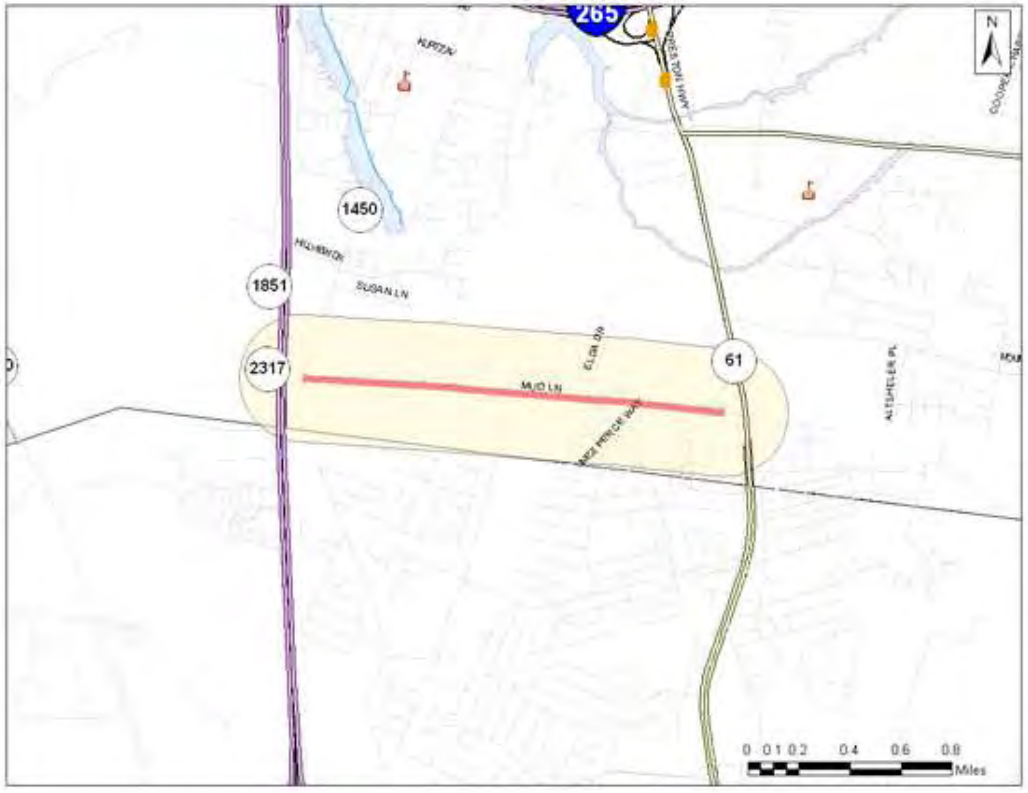
Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Antle Drive.

Project Purpose:

As planned development occurs along KY 1450 (Blue Lick Road), Mud Lane will increasingly serve as a much needed outlet for traffic. Mud Lane is also a high accident corridor which will worsen as traffic volumes increase. This project will reduce traffic congestion and improve safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $6,579,659
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Multi Modal Transit Access Plan — KIPDA ID# 239

Project Description:

In conjunction with the results from Project Gobility and the Transit LOS Analysis, TARC seeks to examine the possibilities for improving the ways that people access existing and future transit services. This includes the feasibility of constructing and operating park and ride lots for collector, arterial, highway, and interstate level roads as well as sub-area plans to improve bicycle and pedestrian facilities.

Project Purpose:

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $202,800
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

New Albany Ohio River Greenway — KIPDA ID# 1779

Project Description:

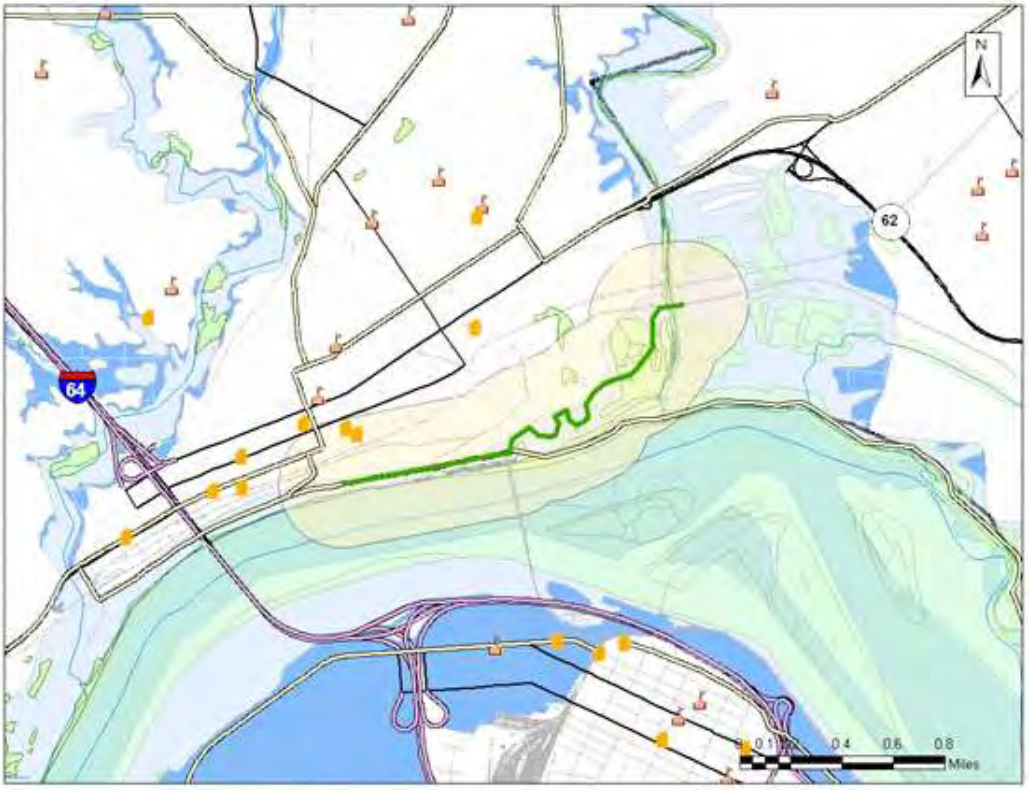
Construct a pedestrian/bicycle path along Water Street and the floodwall from East 8th Street to East 18th Street. Project length is 1.7 miles.

Project Purpose:

Project will provide for alternate form of transportation and provide a safe way for bicyclists and pedestrians to travel to and from Clarksville and Jeffersonville.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $2,948,518
Estimated Open to Public Year: 2015
Introduced to the Plan: 11 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 0902325
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



North Oldham Campus Safe Routes to School — KIPDA ID# 1575

Project Description:

Project includes planning, design and construction of two trails totaling 4,000 ft long, and also includes educational programs focusing on bike and pedestrian safety.

Project Purpose:

To provide pedestrian/bicycle access allowing students to walk to the North Oldham school campus and to provide safety materials and programs to students.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $249,600
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Northeast Louisville Loop — KIPDA ID# 1964

Shelbyville Road M.E.T.

Project Description:

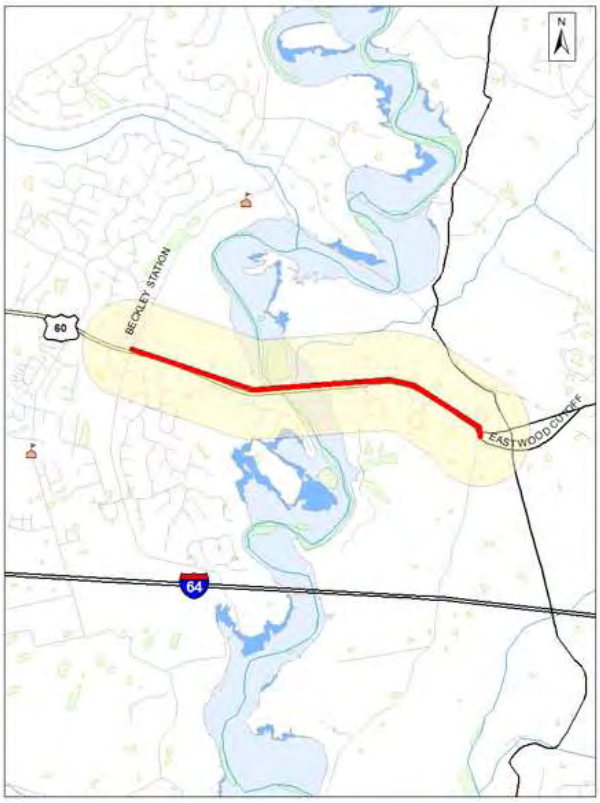
Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Eastwood Cut-off.

Project Purpose:

To improve pedestrian and bicycling access.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $3,500,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #: 03030.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Northeast Louisville Loop - Section II

KIPDA ID# 2116

Shelbyville Road M.E.T.

Project Description:

Design and construct a shared-use path system from Eastwood Cut Off Road to Eastwood Recreation Center.

Project Purpose:

To improve pedestrian and bicycling access.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $500,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Northeast Louisville Loop Multi-Use Path — KIPDA ID# 1794

Shelbyville Road M.E.T.

Project Description:

Construct a shared-use path along US 60 (Shelbyville Road) from Old Shelbyville Road to North English Station Road and from English Station Way to North Beckley Station Road.

Project Purpose:

To improve pedestrian and bicyclig access.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $937,500
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 00469.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

North-South Central Transit Corridor T-2 — KIPDA ID# 1933

Project Description:

Update previous planning documents developed for South Central Corridor Advanced Transit project.

Project Purpose:

Update traffic analysis and reactivate the project placed on hold in May 2004. Explore potential funding options and review alternatives in terms of current public transportation needs in Louisville Metro region. Review project against current trends in energy and environmental policy, and revisit initial capital investment and operating cost.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Cannot be mapped.

Northwest Mt. Washington Connector — KIPDA ID# 2070

Project Description:

Construct a new 3 lane road with 3rd lane as a center-turn lane, northwest of Mt. Washington from US 31E to KY 2706.

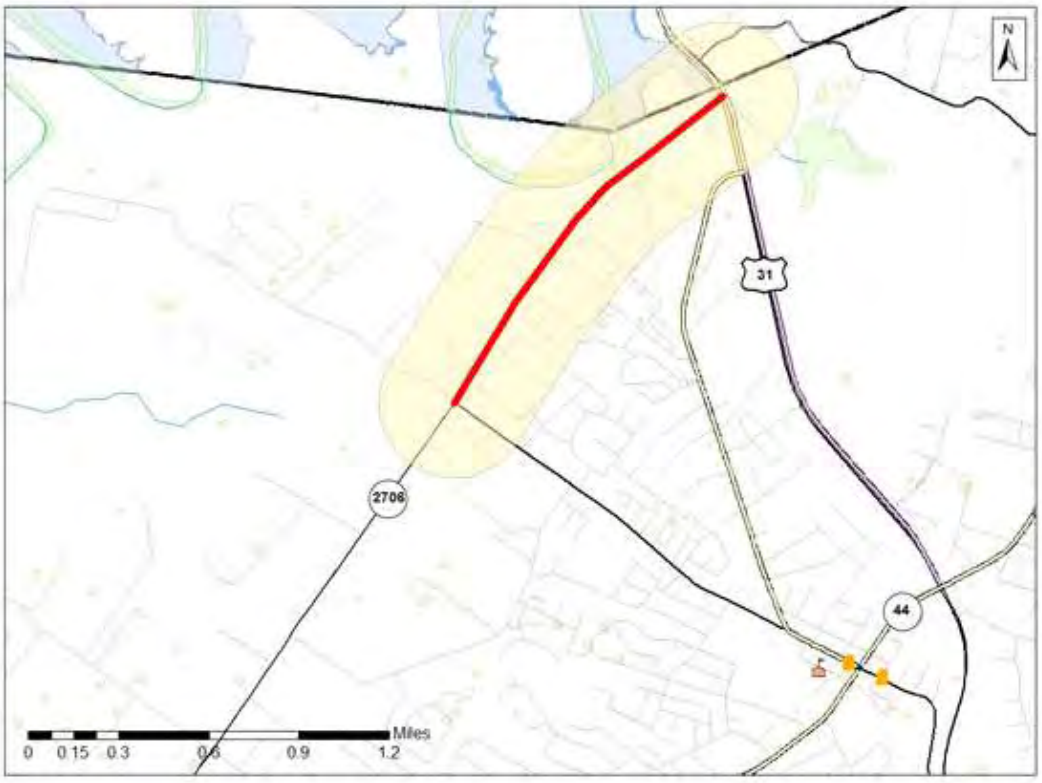
Project Purpose:

Congestion relief

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $10,000,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 11 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #: 08710.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Northwestern Parkway — KIPDA ID# 450

Project Description:

Northwestern Parkway Feasibility Study.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $16,010
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Northwestern Parkway Road Diet — KIPDA ID# 1935

Project Description:

Reduce Northwestern Parkway from four lanes to three lanes between Portland Avenue to 38th Street. Convert Northwestern Parkway between Portland Avenue and Bank Street from one-way to two-way; and convert Bank Street from 38th Street to Northwestern Parkway from one-way to two-way.

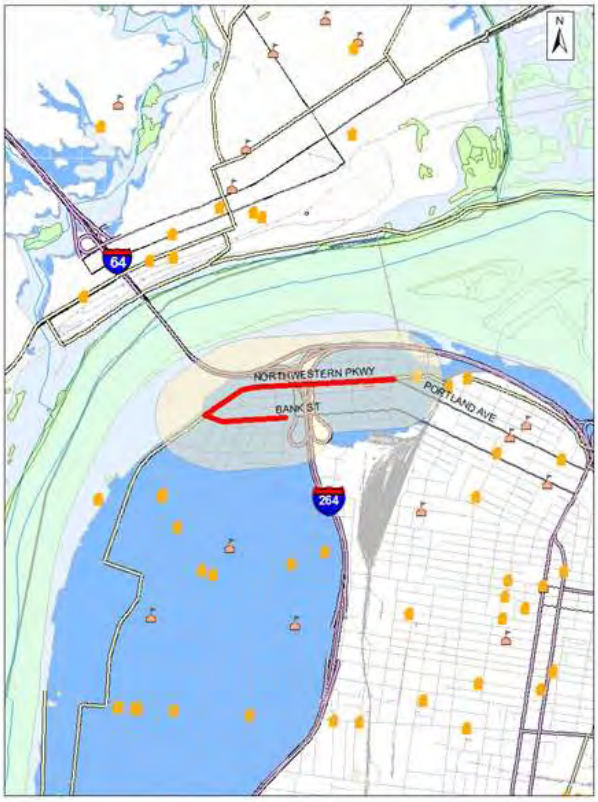
Project Purpose:

Presently, Northwestern Parkway is a four lane roadway with a 35 MPH speed limit, and an ADT of approximately 4,000. The Parkway is characterized by wide right-of-ways, ample sidewalks, and large trees. It is intended to convert the four lane, one-way street to a three lane, two-way street with bicycle lanes to reduce vehicles speeds and improve pedestrian & bike safety.

In addition to these improvements, it is also intended to convert Bank Street from one-way to two-way from Northwestern Parkway to the off-ramp of I-264, as well as N. 38th Street from Bank Street to Northwestern. Presently, those exiting I-264 heading for Shawnee Golf Course must use Northwestern Parkway. The conversion of Bank Street and N. 38th Street further reduces the motor vehicle traffic on Northwestern Parkway, improving pedestrian & bike safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $160,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bike lanes
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Oak Street — KIPDA ID# 451

Project Description:

Intersection and safety improvement feasibility study at Oak Street and Schiller Avenue

Project Purpose:

This project will improve traffic flow and safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $789,559
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Ohio River Bridges — KIPDA ID# 52

KYTC portion of project is shown in KIPDA #185

Project Description:

Construction of 2 new Ohio River bridges, 1 in the downtown (I-65) corridor and 1 in the far east (I-265) corridor.

Project Purpose:

To improve cross-river mobility between Louisville and Southern Indiana. Also to improve safety.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $871,700,000
Estimated Open to Public Year: 2018
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Ohio River Bridges Project — KIPDA ID# 185

INDOT portion of project is shown in KIPDA #52

Project Description:

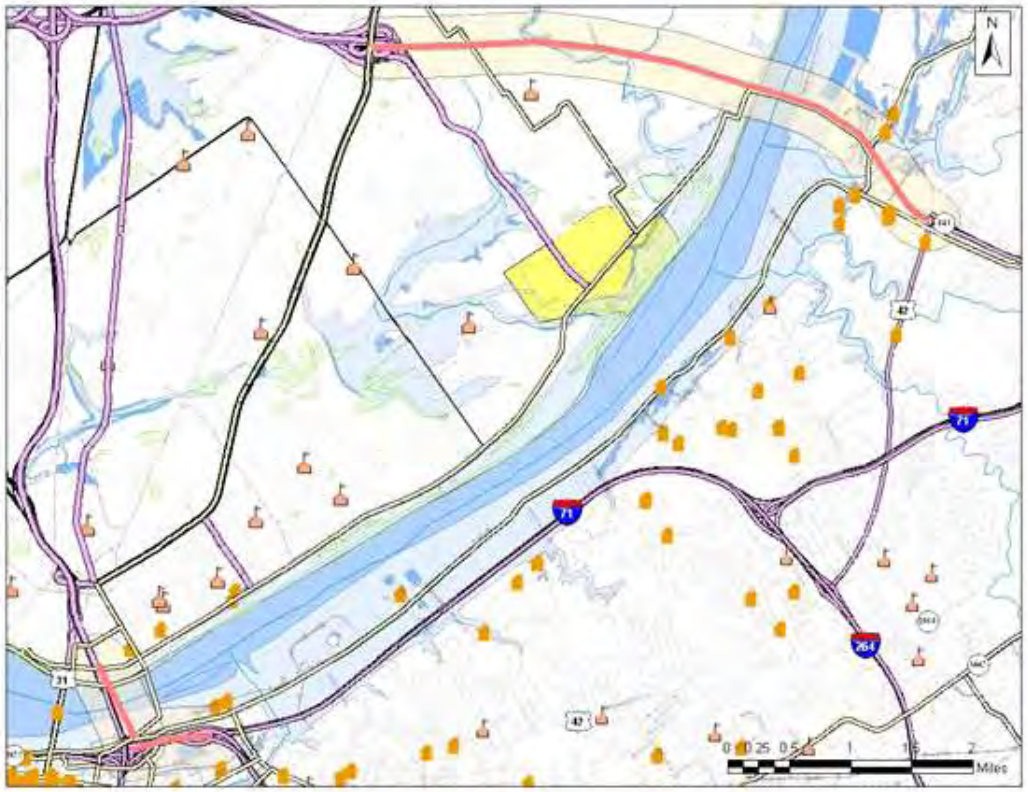
Construction of 2 new Ohio River bridges, 1 in downtown (I-65) corridor and 1 in the far east (I-265) corridor and reconstruction of the Kennedy interchange. Also included are enhanced bus service improvements.

Project Purpose:

Provide better access across Ohio River, improve safety, and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $2,044,547,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 11 1996
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 00700.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Ohio River Levee Trail — KIPDA ID# 1640

Project Description:

Construct a shared use path of approximately 13,000 linear feet between Riverside Historic Site and the Mill Creek Generating Station.

Project Purpose:

To improve pedestrian and bicycling access.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $1,206,667
Estimated Open to Public Year: 2015
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Ohio River Levee Trail - Phase IIB & Phase III — KIPDA ID# 1109

Project Description:

Complete the ORLT, a shared use path along the Ohio River in West Jefferson Co. Phase IIB will run from Cane Run Road north to south of Lees Lane and Phase III will run from Chickasaw Park to Lees Lane.

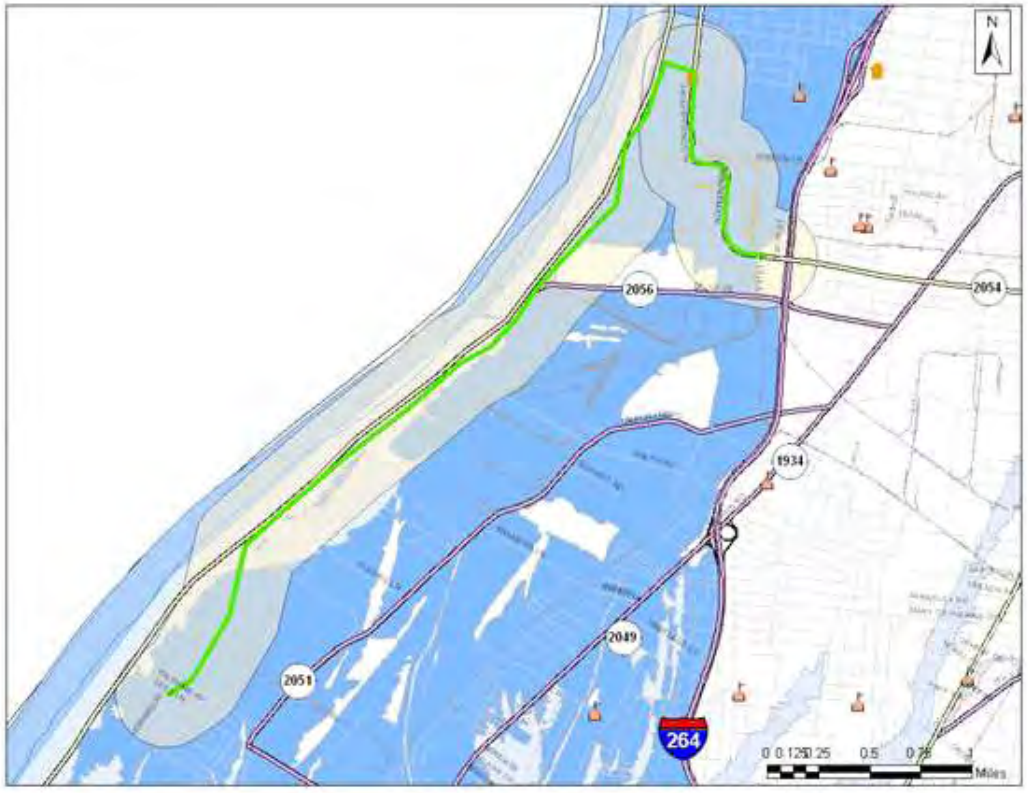
Project Purpose:

Completing the ORLT will allow non-motorized travel from downtown Louisville to southwest Jefferson County. This project will complete the second phase of the ORLT by construction a 2.2 mile segment of the shared use path in west Jefferson County near the Ohio River and a rest area overlooking the Ohio River. When all phases of the trail are completed, it will link southwest and west Jefferson County to the RiverWalk Trail that runs from near Chickasaw Park to downtown Louisville and the trails from east to the downtown area. This project will provide a valuable link for non-motorized travel in the Louisville Metro area, connecting neighborhoods while providing access to commercial and opportunities.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $4,000,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #: 00505.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Ohio River Scenic Byways — KIPDA ID# 1757

Project Description:

2004 National Scenic Byway Grant for Implementation of the Corridor Management Plan of the Ohio River Scenic Byway in Indiana

Project Purpose:

Preservation of Ohio River Scenic Byway.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $31,840
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 0400719
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Old Heady Road — KIPDA ID# 1325

Project Description:

Reconstruct and widen Old Heady Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Chenoweth Run Road.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $45,620,937
Estimated Open to Public Year: 2030
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Old Henry Road — KIPDA ID# 198

Crestwood Bypass

Project Description:

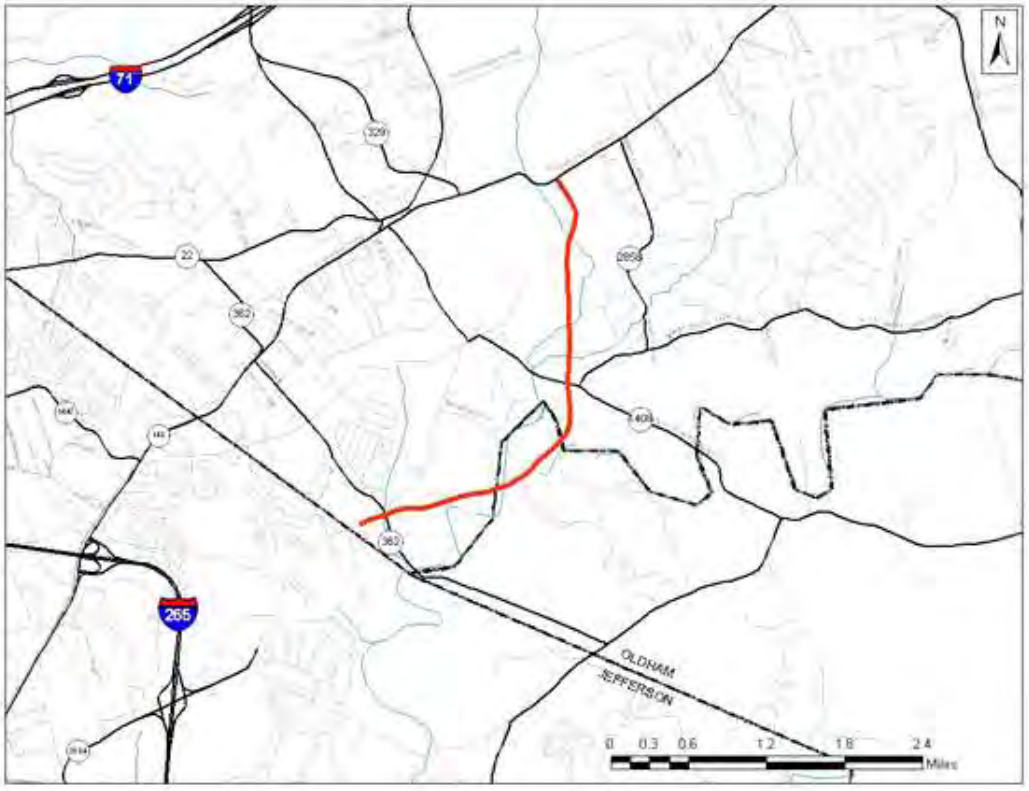
Construct new 4 lane route from Old Henry Road interchange at I-265 (Gene Snyder Freeway) to KY 22 in the vicinity of KY 329B (Crestwood Bypass).

Project Purpose:

The purpose of this project is to provide a direct connection between the I-265/Old Henry Road interchange and the KY 329 Extension (Crestwood Bypass) from KY 146 to KY 22. The existing two lane - KY 146 through Pewee Valley has poor roadway geometrics, numerous roadside obstacles and high traffic voumes which create unsafe travel conditions. The proposed project would improve saffety, reduce congestion, and preseve the community along the KY 146 corridor. The proposed project will also provide safe and efficient acccess to the Old Henry Road corridor.

Contact Agency: KYTC
County/Counties: Jefferson, Oldham
Project Cost: $45,551,485
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00367.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



Old New Cut Road — KIPDA ID# 2036

Project Description:

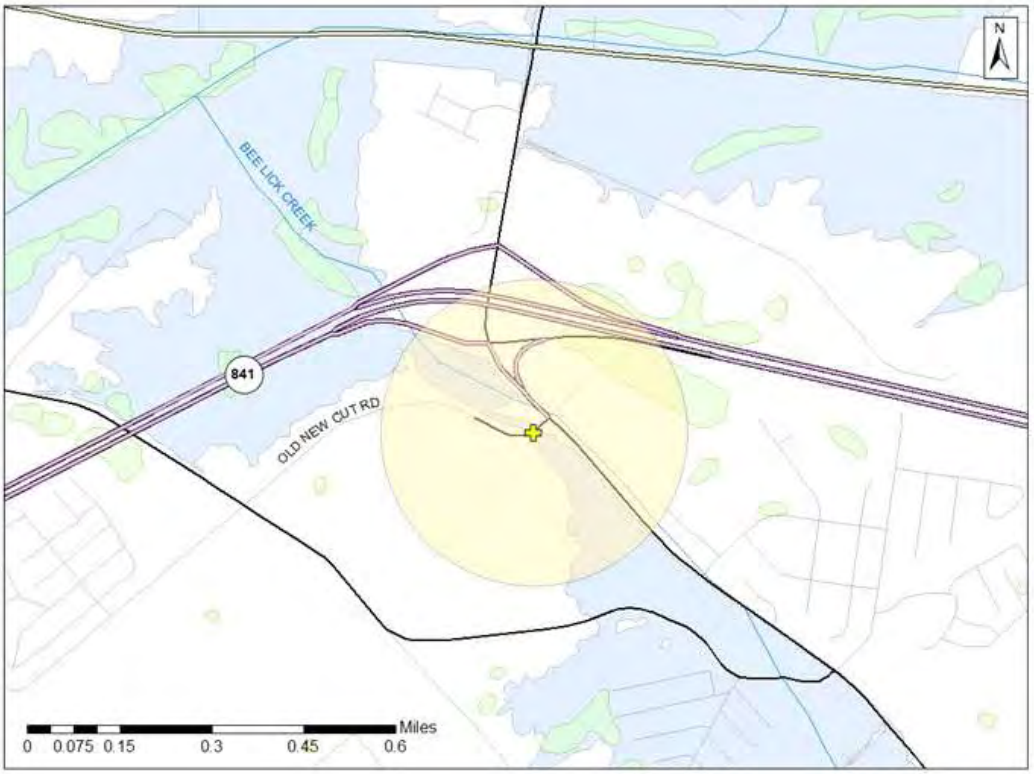
Replace bridge on CR 1019 (MP 0.179) Old New Cut Road over Bee Lick Creek from MP 0.129 to MP 0.229; 0.4 MI NE-Manslick Rd - KY 2055. Bridge #056C00104N.

Project Purpose:

Maintenance (rehabilitation).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $540,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 01061.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Oldham County Bicycle & Pedestrian Trail — KIPDA ID# 327

Project Description:

Construct a non-motorized corridor from LaGrange to Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the new pedestrian bridge over I-71.

Project Purpose:

To provide a safe route for pedestrians/bicyclists from LaGrange to the Jefferson County line.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $4,229,369
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #: 00410.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Olmsted Parkways Bicycle/Pedestrian Improvements — KIPDA ID# 2142

Eastern Parkway Rehabilitation

Project Description:

Rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks.

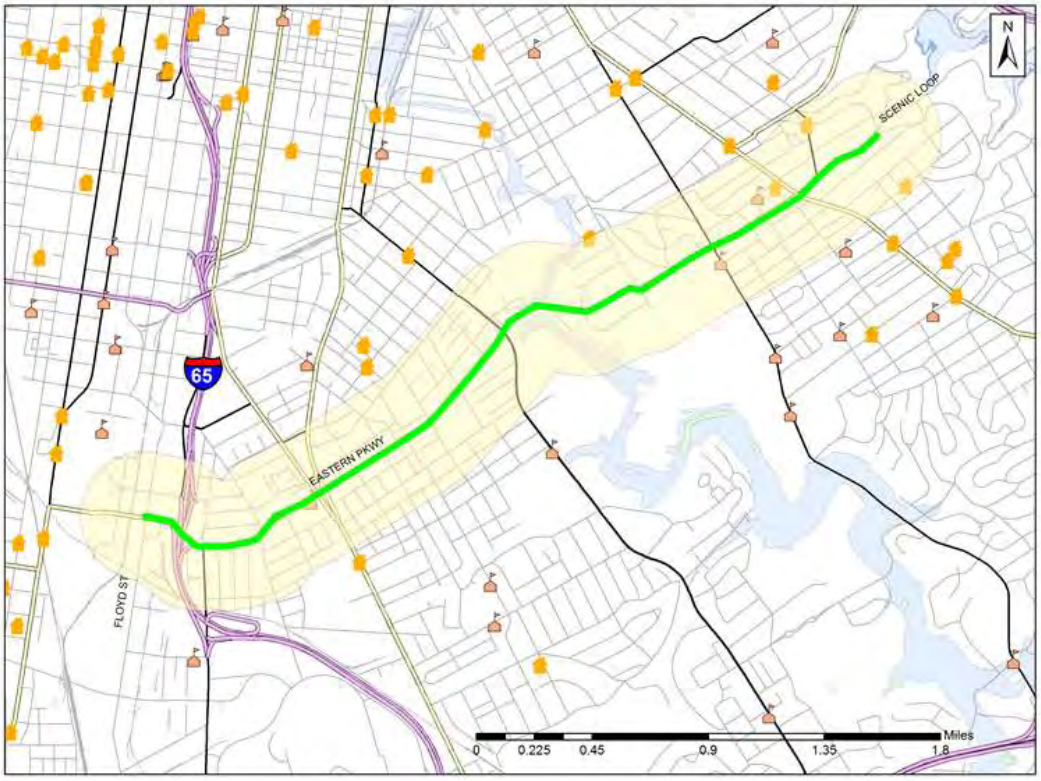
Project Purpose:

Eastern Parkway is one of the original historic Olmsted Parkways - now over 100 years old - and the most heavily used parkway in Louisville (as Alt US 60, part of the Federal Highway System). Age and use have brought on serious deterioration of an underdesigned facility for current conditions. This project intends to evaluate existing conditions of roadway construction, curbing, drainage, bicycle and pedestrian facilities, and other parkway corridor elements to determine the extent of rehabilitation items required to bring Eastern Parkway up to modern standards and implement the recommendations of the 2009 Olmsted Parkways Shared Use Pathways master plan, which include lane reductions, bicycle lanes, shared use paths, and sidewalks.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $15,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Projects will include a shared use path, bicycle lanes, and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities



Olmsted Parkways Multi-Use Path System — KIPDA ID# 1273

Project Description:

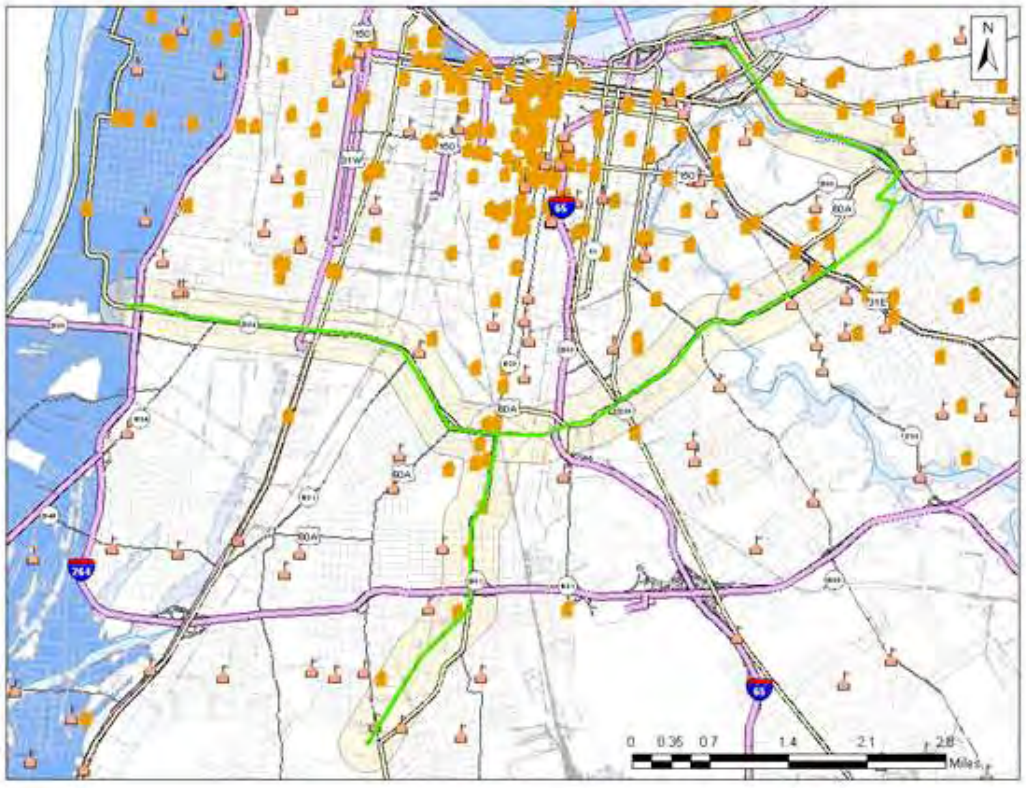
Construct a multi-use path system connecting Algonquin, Southwestern, Southern and Eastern Parkways with existing trails to create a continuous 30 miles of connected paths for pedestrians and bicyclists. Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler, Southern Parkway from New Cut Road to South 3rd Street, and Eastern Parkway from I-65 to Cherokee Park.

Project Purpose:

Implement recommendation of Olmsted Parkways Shared-Use Path System masterplan to enhance bicycle and pedestrian opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $54,793,856
Estimated Open to Public Year: 2020
Introduced to the Plan: 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #: 00506.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Olmsted Parkways Multi-use Path: Algonquin from Winkler Avenue to Sharp Street — KIPDA ID# 1839

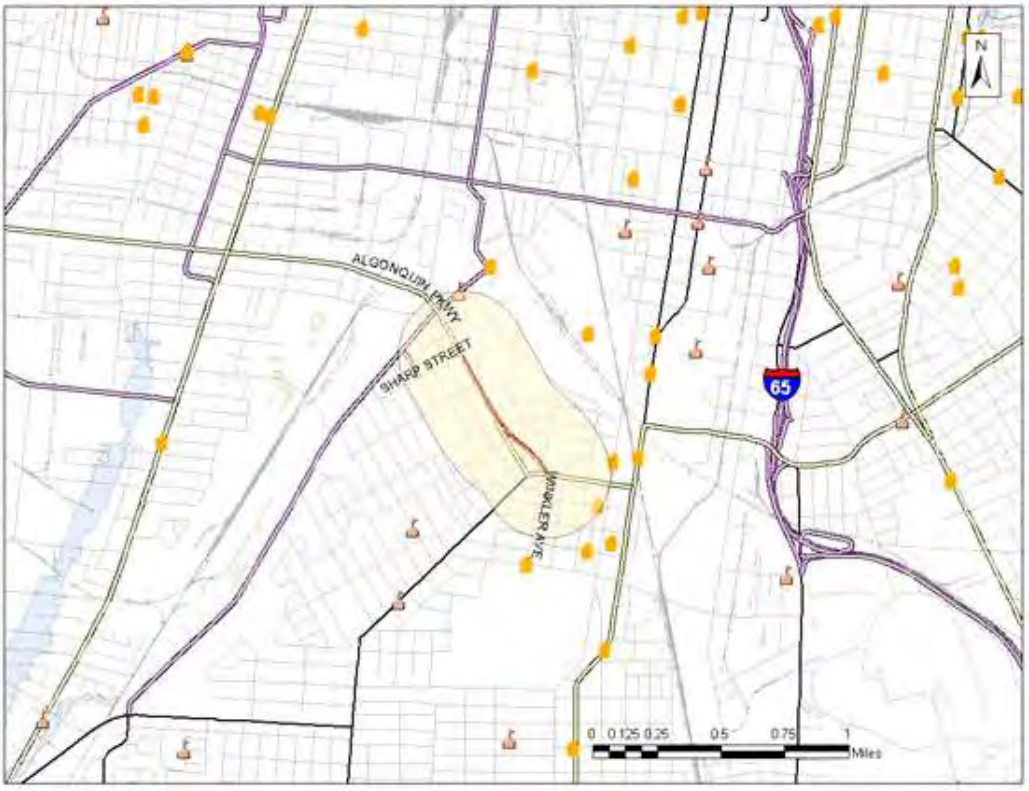
Project Description:

Construction of a 0.6 mile multiuse path system along Algonquin Parkway between Winkler Avenue and Sharp Street.

Project Purpose:

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $1,200,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include both a shared use path and bicycle lanes
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



One-Way Street Conversion to Two-Way Phase 1 — KIPDA ID# 1809

Project Description:

Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Ormsby to Main Street); and Campbell Street (Chestnut to Main Street).

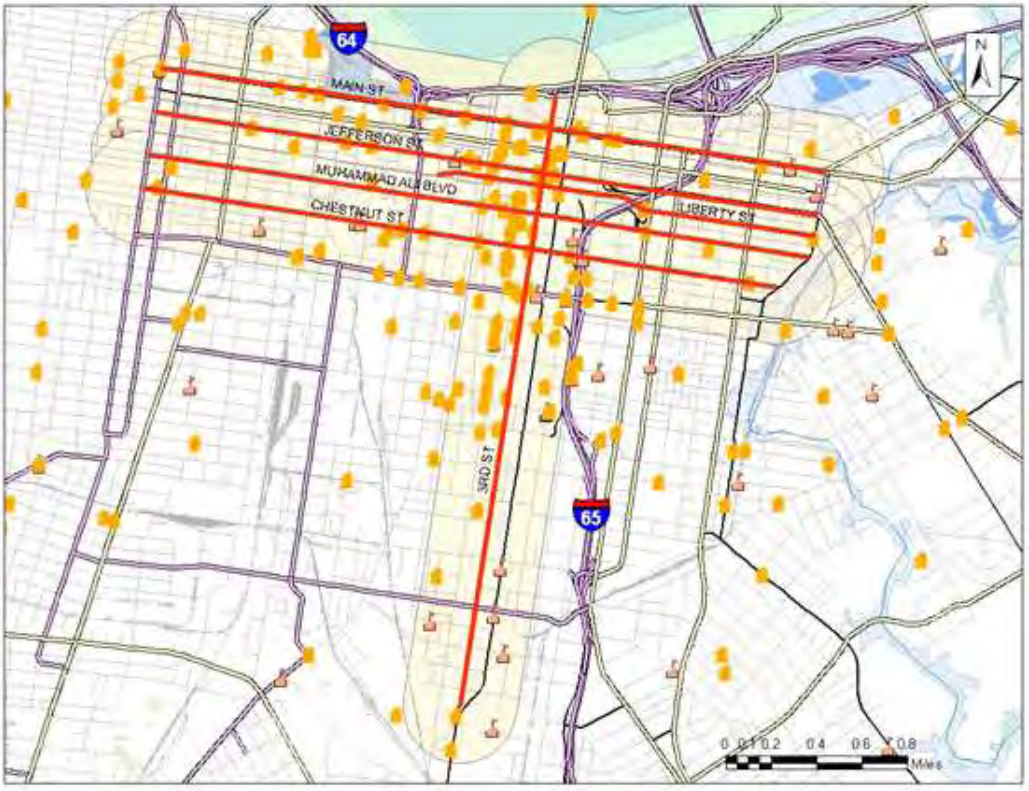
Project Purpose:

One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets.

The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $2,606,500
Estimated Open to Public Year: 2015
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑



One-Way Street Conversion to Two-Way Phase 2 — KIPDA ID# 1810

Project Description:

Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: 3rd Street (Market Street to Main Street); and Main Street (2nd Street to Story Avenue).

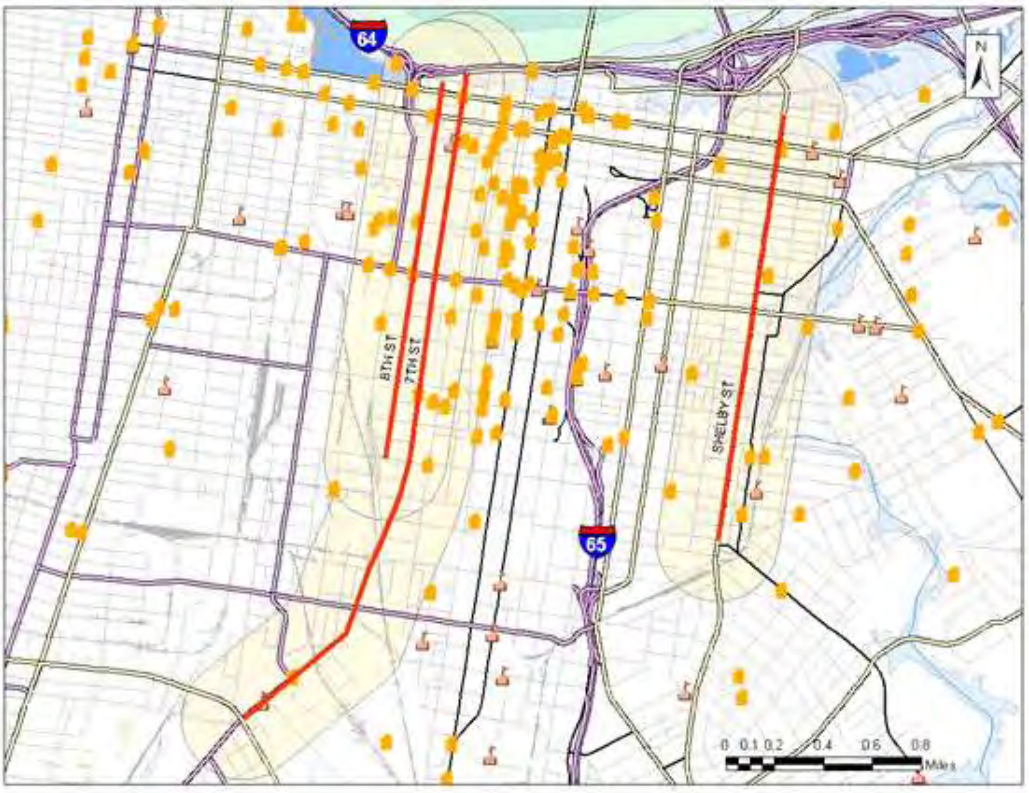
Project Purpose:

One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets.

The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $825,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑



Park & Ride Lots — KIPDA ID# 455

Project Description:

Construct and operate Park & Ride lots that would tie directly into Express or Limited Stop transit service on interstates and highways. These lots would serve as route transfer points and bus layover locations as needed.

Project Purpose:

To improve mobility options through the implementation of alternate travel modes and improvement to existing alternate travel modes by increasing the number of ways that people can access express transit service.

To reduce the demand placed on roadways and interstates by single occupant vehicles by moving commuter and functional trips to transit by improving the ways that people can access express transit service.

To improve traffic flow on roadways and interstates by moving single occupant vehicle trips to transit and thus increase the people-carrying capacity of the roadway.

To improve air quality by lowering the emissions per person by shifting people in single occupant vehicles to transit vehicles by increasing the number of passengers accessing service at Park & Ride lots.

Contact Agency: TARC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $11,960,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Park Hill Streetscape Improvements — KIPDA ID# 1864

Project Description:

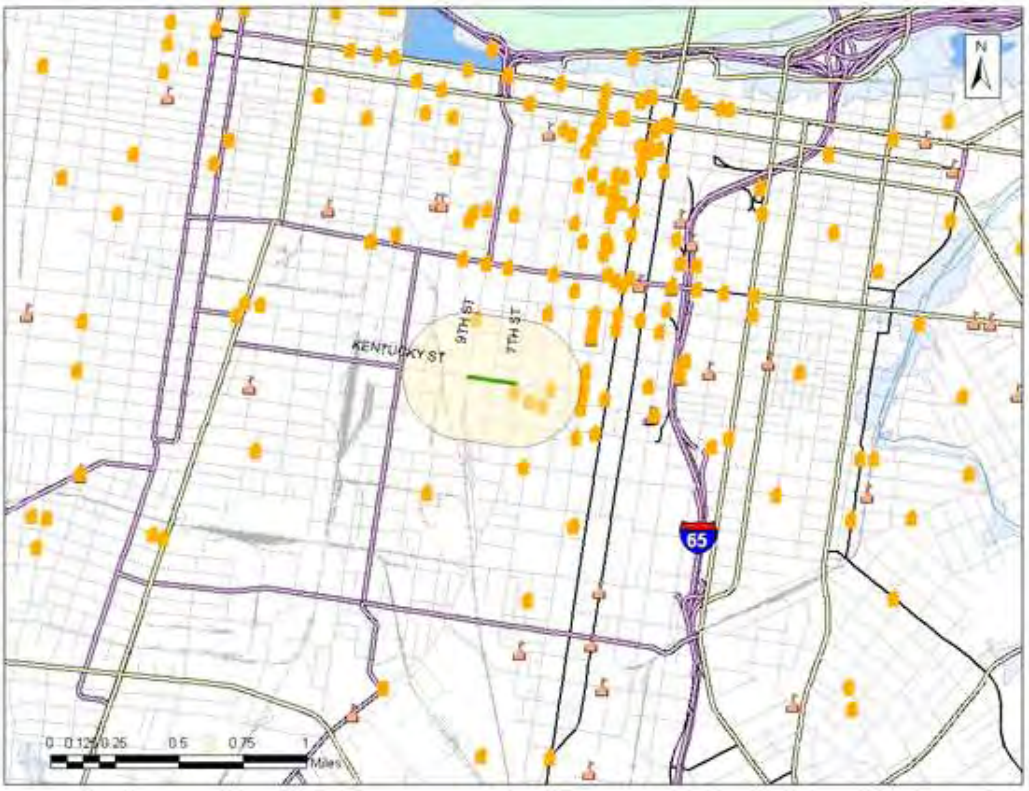
Create pedestrian-friendly streetscapes in the Park Hill Corridor, namely 9th and 7th Streets and Kentucky Street.

Project Purpose:

To improve the aesthetic in the business district and in the transition areas between business and residential areas. To improve pedestrian accessiblity and safety in the business district.

Contact Agency: Lou. Metro Econ. Dev.
County/Counties: Jefferson
Project Cost: $1,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Paroquet Springs Drive Sidewalks — KIPDA ID# 1116

Project Description:

Construct sidewalks on Paroquet Springs Drive.

Project Purpose:

The city is wanting to do a beautification project for this street to promote tourism and the local economy. The conference center is located on this road with a newly built hotel. Many tour buses stop here because of the variety of restaurants. Sidewalks are necessary for this street to provide a safer environment for citizens and tourists alike.

Contact Agency: Shepherdsville
County/Counties: Bullitt
Project Cost: $74,360
Estimated Open to Public Year: 2020
Introduced to the Plan: 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Passenger Information: Next Bus Arrival — KIPDA ID# 1306

Project Description:

The installation of electronic message signs to provide the public with accurate, real-time schedule information telling them when to expect their next bus to arrive at the stop; or available on mobile devices located at key boarding locations.

Project Purpose:

To improve mobility options.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $1,040,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Passport Around Louisville Service — KIPDA ID# 2120

New Freedom

Project Description:

Expand transportation availability under Passport Around Louisville Service for same day medical appointments, as well as evening and weekend service.

Project Purpose:

Transportation options under the Passport Around Louisville Service include door-to-door and door-through-door escorted service to older adults. This project will expand the existing service area.

Contact Agency: Jewish Family & Career Ser
County/Counties: Jefferson
Project Cost: $65,600
Estimated Open to Public Year:
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Pedestrian Access to Transit Facilities — KIPDA ID# 1988

New Freedom Program

Project Description:

Construction of passenger amenities, sidewalks, curb cuts and boarding area pads at locations where access to fixed route service is obstructed or inadequate.

Project Purpose:

To expand access to TARC stops and service in area's of our community where sidewalks and other amenities do not exist, or are inadequate.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $405,454
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Cannot be mapped.

Perrin Lane — KIPDA ID# 298

Project Description:

Reconstruct Perrin Lane as a 2 lane road (no additional lanes) from Utica Pike to 8th Street.

Project Purpose:

Existing roadway section is substandard, with deficient horizontal and vertical alignment. A public park is served by this road. Current ADT is approximately 1500 vehicles per day. Road connects Utica Pike and 8th Street.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $1,328,585
Estimated Open to Public Year: 2016
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 47040
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Phillips Lane — KIPDA ID# 1267

Project Description:

Widen Phillips Lane from 2 to 4 lanes with median from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive).

Project Purpose:

Add lanes for capacity and turning

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $21,174,440
Estimated Open to Public Year: 2016
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑

Plantside Drive — KIPDA ID# 458

Project Description:

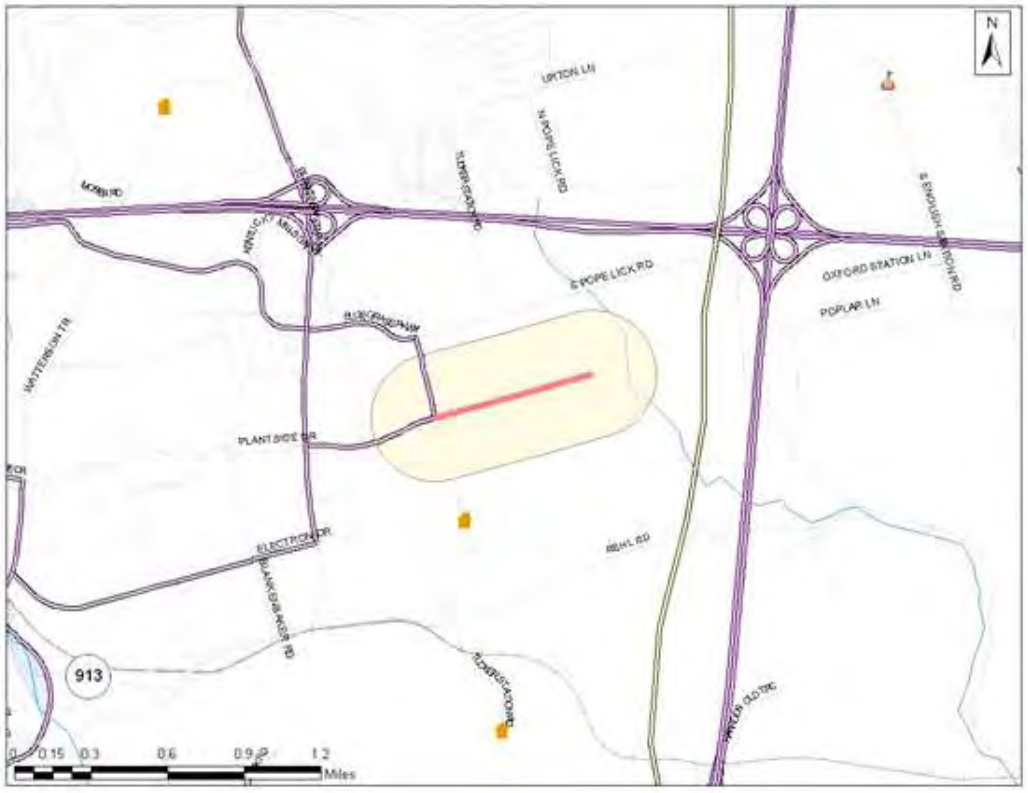
Extend Plantside Drive as a 3 lane collector road (3rd lane will be a center turn lane) from Tucker Station Road to Rehl Road.

Project Purpose:

Extend Plantside Drive on new 3 lane alignment from Tucker Station Road to Rehl Road to address future travel needs.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $7,571,200
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



Portland Elementary Safe Routes to School — KIPDA ID# 1795

Project Description:

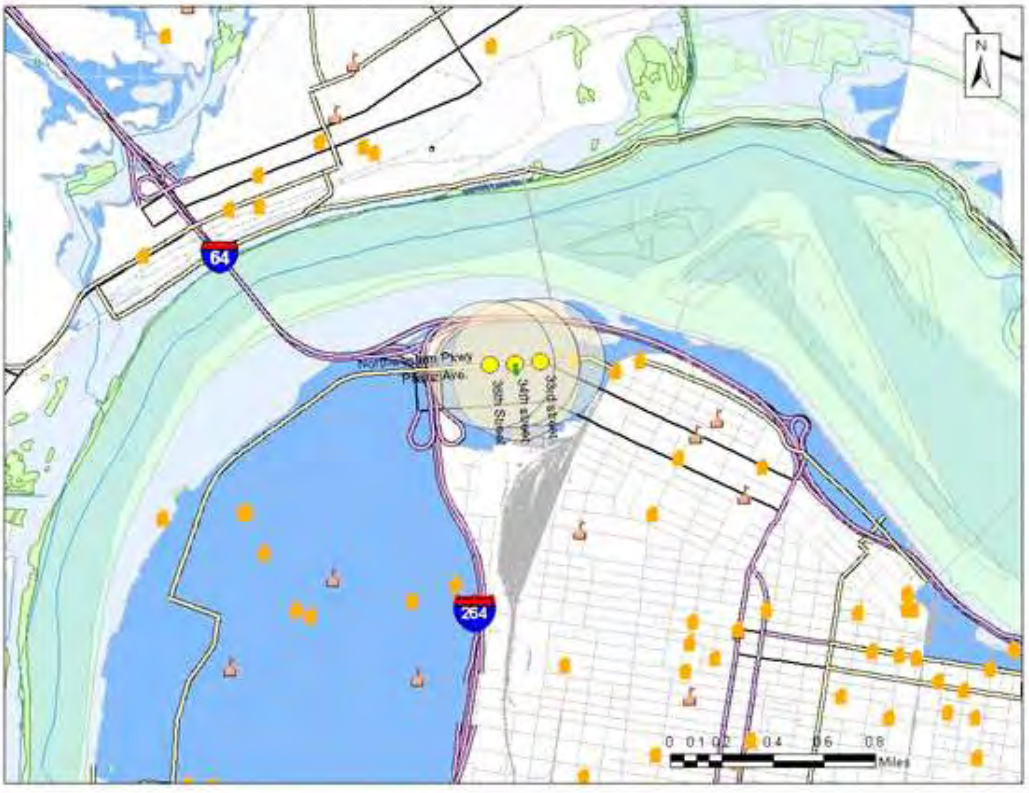
Pedestrian and bicycle improvements around the Portland Elementary School campus including the following locations: (1) Northwestern Pkwy at the intersection of 33rd, 34th, and 35th Streets. (2) 35th Street between Northwestern Pkwy and Pflanz Ave. (3) Intersection of Northwestern Pkwy and Portland Ave

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $56,811
Estimated Open to Public Year: 2015
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Portland Neighborhood Transportation Plan — KIPDA ID# 1332

Project Description:

Conduct the Portland Neighborhood Transportation Improvement Study with proposed plan implementation.

Project Purpose:

The Portland Neighborhood Transportation/Traffic Management and Improvement Study is intended to explore the potential conversion of one-way to two-way traffic on arterial level streets in the Portland area, with an emphasis on creating an active neighborhood environment that would support commercial activities and redevelopment.

The study shall emphasize pedestrian & bicycle traffic and public transit enhancement along with streetscape improvements for safer pedestrian circulation.

The Portland Neighborhood is within "Established" and "Community" area as defined by the LRP Investment Area map; the improvements shall be planned within the existing rights-of-way with limited expansion for bicycle and pedestrian facilities. The study shall make recommendations for transportation plan/traffic management implementation.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $592,480
Estimated Open to Public Year: 2030
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Public Transportation Now and In the Future — KIPDA ID# 1987

Project Description:

Develop a Comprehensive Operational Analysis (COA) for the TARC system/service area and make recommendations for immediate and long-term public transportation improvements.

Project Purpose:

The purpose of the project is to develop a Comprehensive Operational Analysis for the TARC system/service area with a goal to plan for transportation services that address current and future needs of all users. The project is intended to improve performance of the existing services, address current operational concerns, maximize service efficiency and plan for major investments as funding becomes available. The entire project can be developed in phases and should include four major components:

1. Comprehensive Operational Analysis
2. Maximizing Service, Communications and Partnerships
3. Major Investments Plan
4. TARC Long Range Plan Update

Comprehensive Operational Analysis should include ridership survey/ passengers' preferences and need assessment for current services improvements and long-term service planning. Based on the outcome of the customers' survey, TARC will implement efficiency improvements and plan for changes in services based on the routes' performance and the available funding.

One of the potential outcomes of the COA is to initiate the TARC's Long Range Plan update based on the system evaluation and community preferences for public transportation.

A transportation system that is planned and implemented according to the specific community needs, will greatly improve mobility, reduce traffic congestion on the existing roadways, and provide convenient and affordable travel options for residents across the region. Designated Park and TARC locations along major transportation corridors could become an economic development opportunity for local communities and in a long term could transform to mini stations or transit oriented developments with a mixture of small businesses and public services. An improved public transportation system will provide easy and affordable travel options for all users including commuters, aging population and residents that rely on public transit as their only mobility option.

The estimated project cost for all phases is $1.125 million with options to develop phase 1, 2, 3 and 4 as funding becomes available. Project time line: completion in 18 months from the date the funding becomes available; time line for each phase-to be determined.

Contact Agency: KYTC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $1,125,000
Estimated Open to Public Year: 2021
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Queen Avenue — KIPDA ID# 971

Project Description:

Feasibility study concerning the improvement at the intersection of Taylor Boulevard, Queen Avenue and Arcade Avenue.

Project Purpose:

To align the offset intersection.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $65,797
Estimated Open to Public Year: 2025
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Rangeland Road — KIPDA ID# 2153

Project Description:

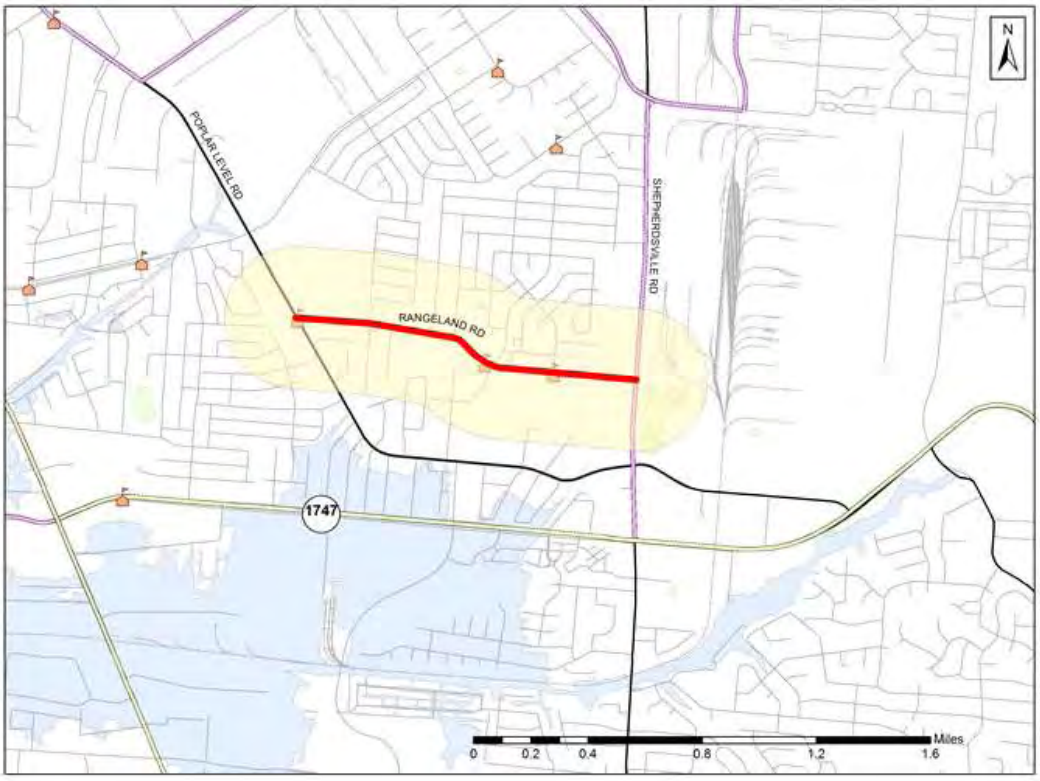
Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.

Project Purpose:

Reduce congestion and improve safety on Rangeland Road for 1.23 miles.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,670,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08801.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



Raymond Road — KIPDA ID# 1115

Project Description:

The project is for 1/2 mile of sidewalk on Raymond Road, located in the outer limits of Shepherdsville. The dimensions of the project will be 5' by 4" thick.

Project Purpose:

The road is at the outer limits of Shepherdsville off heavily traveled KY 44 West. Placement of sidewalks will provide a safety improvement for residents and will connect to the sidewalk system being installed on KY 44 West.

Contact Agency: Shepherdsville
County/Counties: Bullitt
Project Cost: $74,017
Estimated Open to Public Year: 2020
Introduced to the Plan: 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Rehl Road — KIPDA ID# 462

Project Description:

Reconstruct Rehl Road as a 2 lane road (no additional lanes) from KY 913 (Blankenbaker Parkway) to South Pope Lick Road.

Project Purpose:

Rehl Road is an east-west corridor that intersects with Blankenbaker Lane on the west and South Pope Lick Road and English Station Road on the east. At its junction with I-265(Gene Snyder Fwy.), a new interchange is being proposed. Traffic volumes are expected to increase on Rehl Road nearly 500% from 2009 to 2020.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $11,843,386
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Ring Road — KIPDA ID# 1937

Project Description:

Construction of a new 4 lane connector between the new I-71 overpass and KY 53, including intersection improvements at KY 53 and Blakemore Lane.

Project Purpose:

To provide direct access to the Oldham Reserve Campus.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $15,100,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08708.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

River Ridge Boulevard — KIPDA ID# 1944

Project Description:

Construction of afour lane connector road, with center median, that will provide a connection between the proposed Old Salem Road interchange on the I-265 extension to State Road 62 at Stacy Road.

Project Purpose:

The River Ridge Commerce Center is owned and managed by the River Ridge Development Authority, which was created by the Commissioners of Clark County, Indiana on February 17, 1998 for the purpose of redeveloping the former Indiana Army Ammunition Plant. While the plant was a crucial defense resource from World War II through the Vietnam War, Congress declared it surplus to U.S. needs in 1998, and authorized 6000 acres to be conveyed to River Ridge Development Authority for private enterprise and development for the benefit of the area's economy, property values, public health, safety, morals and welfare. River Ridge Boulevard will provide a direct connection from the River Ridge Commerce Center to the I-265 extension in southern Indiana and to the proposed Louisville east-end bridge. This connection will increase the marketability of the site which will directly affect the creation of jobs and economic development for the Louisville Metropolitan area and southeastern Indiana region.

Contact Agency: River Ridge Dev. Auth.
County/Counties: Clark
Project Cost: $18,000,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

River Road — KIPDA ID# 163

Project Description:

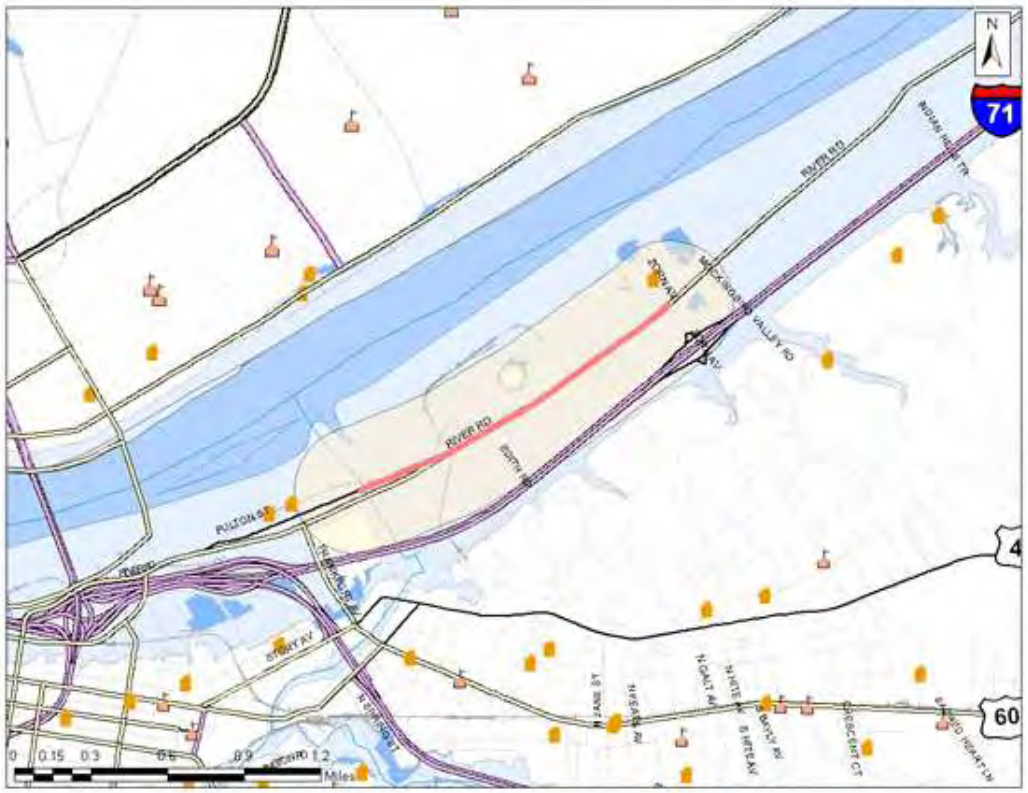
Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes. Project length is 1.3 miles.

Project Purpose:

This project will improve access to downtown Louisville and the waterfront.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $20,500,000
Estimated Open to Public Year: 2017
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00091.02
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



River Road Bicycle & Pedestrian Improvements — KIPDA ID# 1423

Ohio River Valley Northeast Improvements

Project Description:

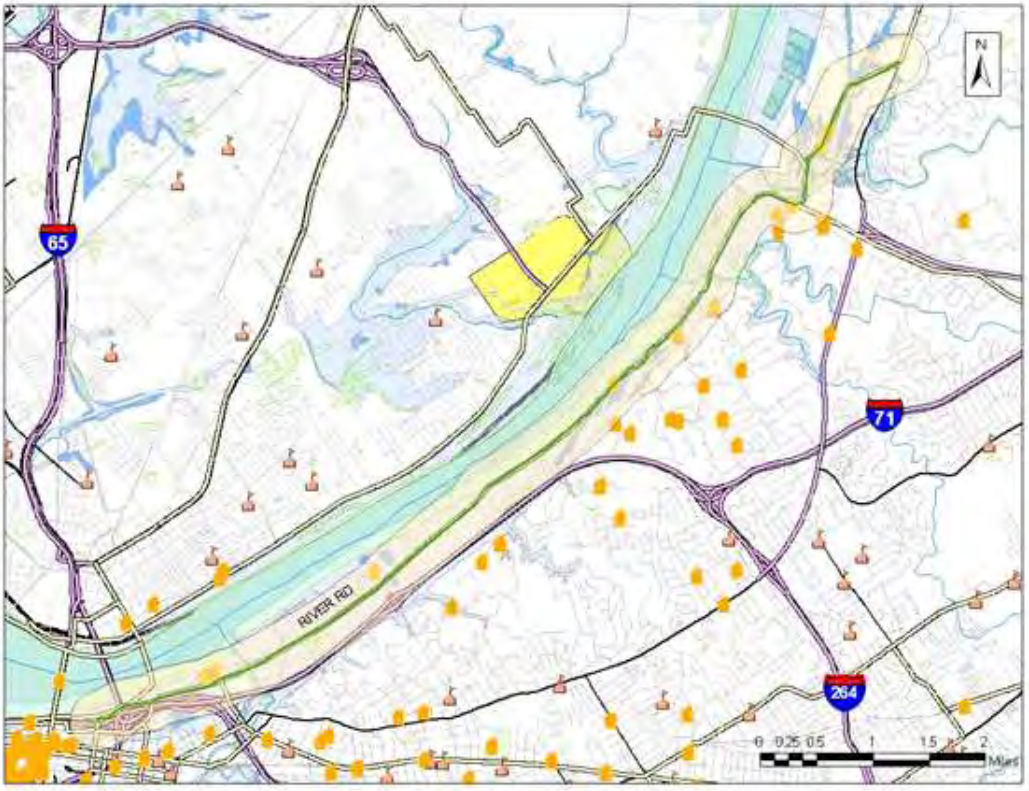
The Louisville Loop Ohio River Valley Northeast Bicycle/Pedestrian Improvements project will identify alternative shared-use path alignments in the area generally between the Ohio River and approximately Brownsboro Road from the Big 4 Bridge at the Mile 0 trailhead of the Louisville Loop to the City of Prospect at US 42. Approximately 8.5 miles.

Project Purpose:

This multi-modal corridor will function as bicycling "arteries" with intent to connect to the Metro Loop that encircles Louisville Metro providing alternate modes of transportation to the community. High numbers of bicyclists currently use River Road even though there is a high level of conflict between bicycles and vehicular traffic. The road is only 22 feet wide, but because of its scenic character and flat layout it is an attractive bicycle route between the City of Prospect and downtown Louisville. Adding bicycle facilities will reduce traffic congestion and improve safety and air quality.

Contact Agency: Lou. Metro Parks
County/Counties: Jefferson
Project Cost: $5,100,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include both a shared use path and bicycle lanes
Pedestrian Facility: Project will include a shared use path

State ID #: 00499.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



River Road Extension — KIPDA ID# 1338

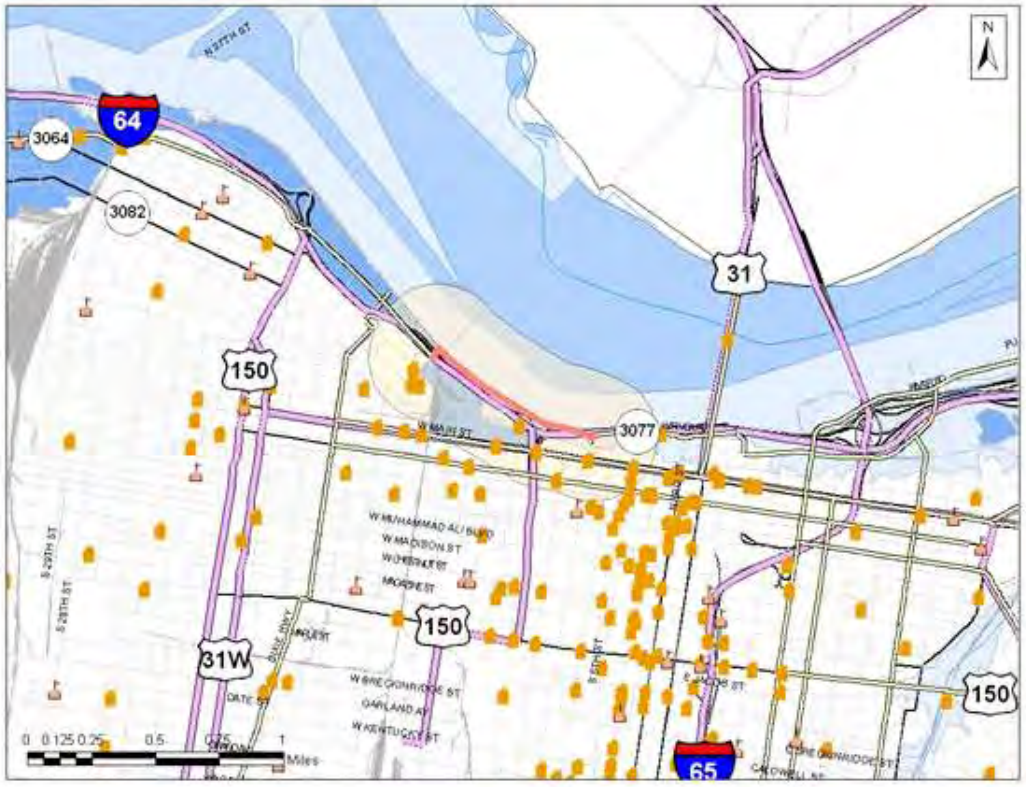
Project Description:

Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.

Project Purpose:

Contact Agency: Metro. Dev. Auth.
County/Counties: Jefferson
Project Cost: $8,363,380
Estimated Open to Public Year: 2020
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00091.08
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



Riverport Railroad Rehabilitation Project — KIPDA ID# 1876

Project Description:

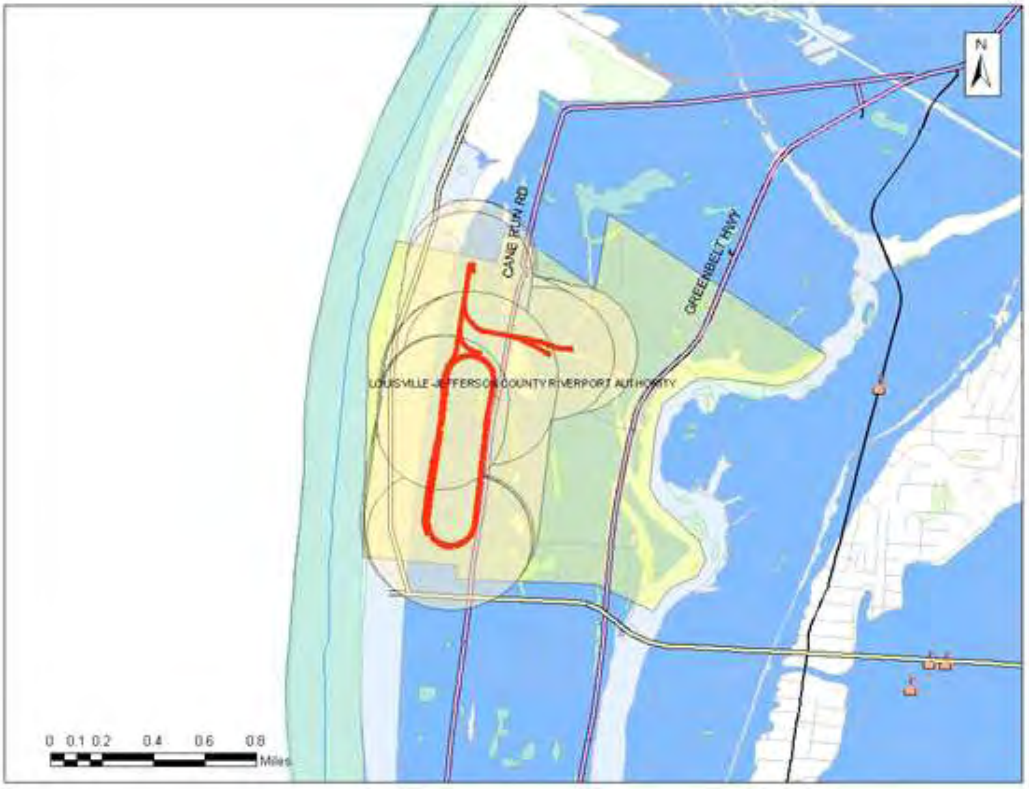
The project consists of replacing approximately 75%-80% of the railroad crossties on more than 13 miles of lead track and an intermodal loop track, as well as rehabilitating roadway crossings, bridges and minor rail defects.

Project Purpose:

The railroad trackage being rehabilitated serves Jefferson Riverport International, which includes a barge terminal on the Ohio River as well as a 2,000 acre industrial park. The park is home to over 120 companies employing approximately 6,000 people. These companies occupy more than 13 million square feet of manufacturing and distribution type buildings.

Contact Agency: Riverport
County/Counties: Jefferson
Project Cost: $4,866,611
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Riverwalk — KIPDA ID# 103

Project Description:

Riverwalk pedestrian walk and landscaping along the riverfront.

Project Purpose:

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $618,060
Estimated Open to Public Year: 2015
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #: 9607790
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Salem-Nobel Road — KIPDA ID# 539

Project Description:

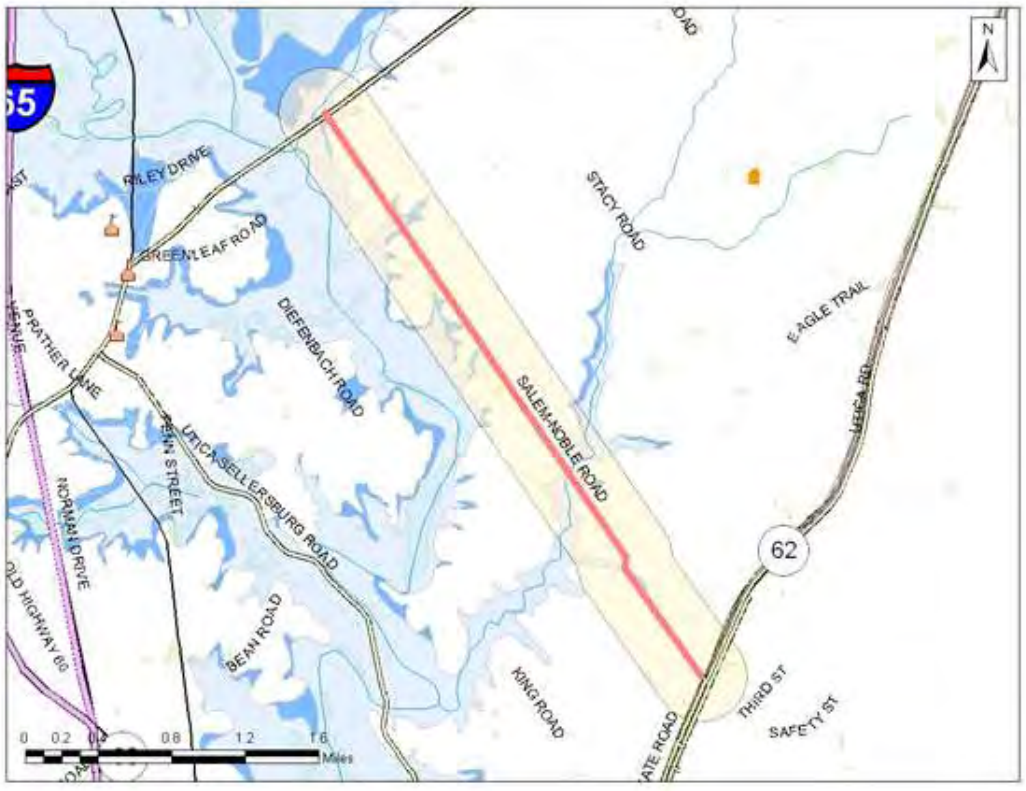
Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from IN 62 to IN 403.

Project Purpose:

Road improvements to make road safe; horizontal and vertical alignment. The area is rural in nature with residentail and commercial subdivisions springing up along the route. The terrain is rolling to steep in some areas with trees lining the road, which creates a safety hazard for the traveling public. There is also a sharp "S" curve within the project limits with very limited visibilty and substandard geometry.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $12,900,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0400935
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Sanders Elementary Safe Routes to School — KIPDA ID# 1576

Project Description:

Funding will provide improvements around Sanders Elementary School for a multi-use trail, lighting, signage and landscaping. Funding will also be used to widen and repair an existing route to school on the northern edge of campus.

Project Purpose:

Improve pedestrian safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $130,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Section 5310 Specialized Transportation Capital Assistance — KIPDA ID# 1293

Project Description:

Specialized capital assistance grant for the purchase of capital equipment for transportation for the elderly and persons with disabilities.

Project Purpose:

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $1,421,951
Estimated Open to Public Year:
Introduced to the Plan: 10 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Shaffer Lane — KIPDA ID# 1321

Project Description:

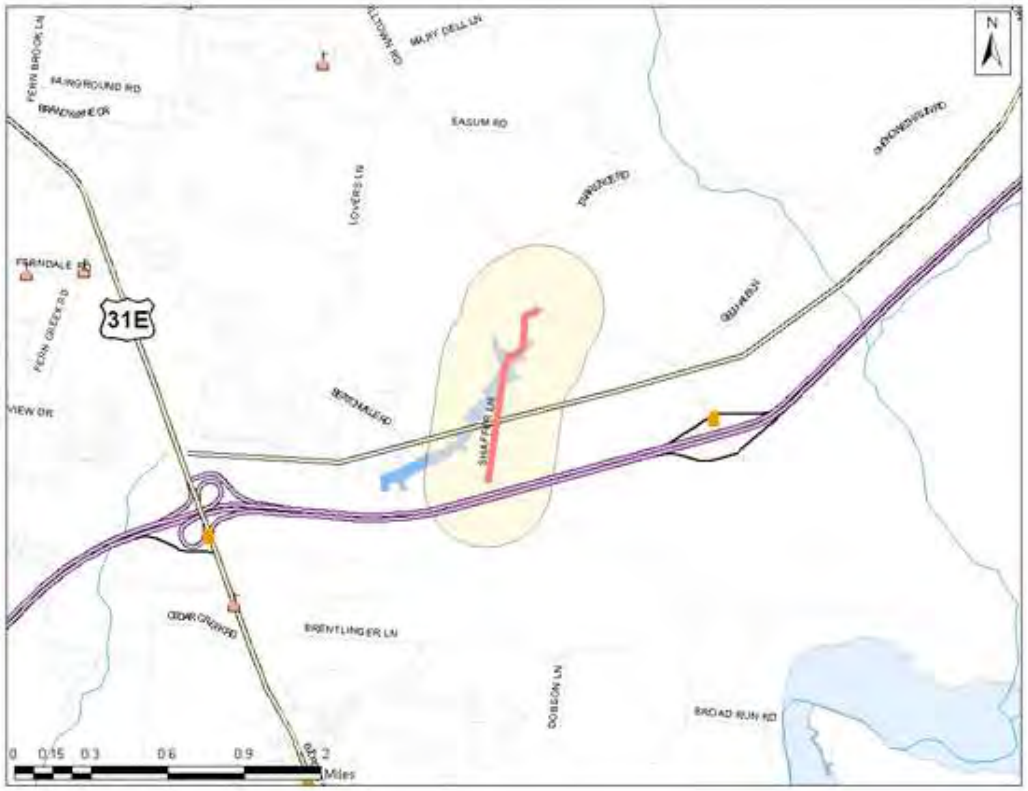
Reconstruct Shaffer Lane as a 3-lane (3rd lane will be a center turn lane) road from KY 1819 (Billtown Road) to Seatonville Road.

Project Purpose:

Improve roadway to current standards and increase safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $13,674,261
Estimated Open to Public Year: 2026
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Shelby Street — KIPDA ID# 463

Project Description:

Intersection Improvement Study at Shelby Street and Goss Avenue. Study will take into consideration bicycle and pedestrian modes of travel.

Project Purpose:

This project is a feasibility study to determine intersection modifications to improve traffic flow.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $80,052
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Sidewalks/Pedway Construction — KIPDA ID# 1056

Project Description:

Construct sidewalks/pedways on collector-arterial streets where no sidewalks currently exist, including Slate Run Road, Klerner Lane and Schell Lane.

Project Purpose:

To provide safe and attractive transportation means in existing fully urbanized area; reduce reliance on automobile.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $6,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 6 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Signal System Improvements — KIPDA ID# 1429

Project Description:

Various signal system improvements in Jefferson County.

Project Purpose:

Maintenance of the signal system in Jefferson County to improve safety and congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,750,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00183.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

South 3rd Street/National Turnpike Bicycle Facility Improvements — KIPDA ID# 1938

Project Description:

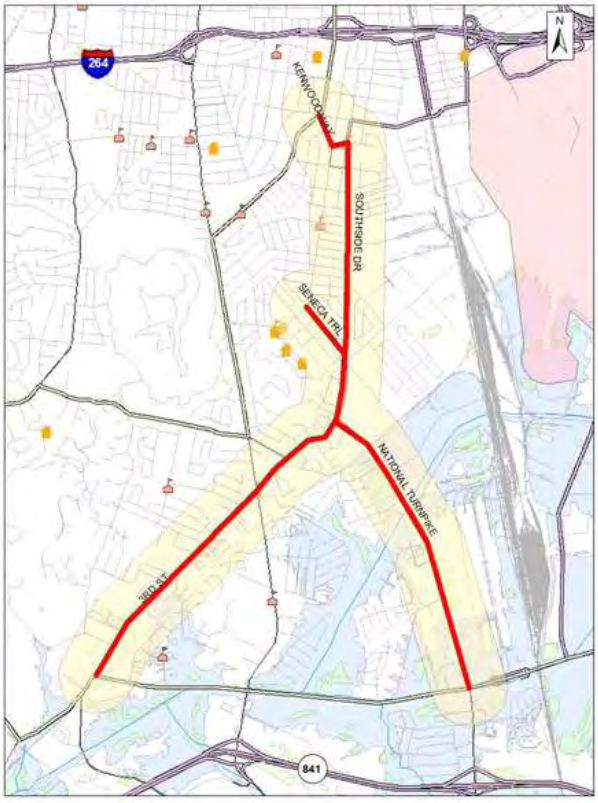
This project involves reducing travel lane widths along W. Kenwood Way, Southside Drive and National Turnpike to 10 feet; reducing the number of travel lanes along S. 3rd Street from four lanes (2 in each direction) to three lanes (1-lane in each direction and a 2-way left turn lane); and marking Seneca Trail as a shared roadway to provide bike lanes (see typical sections).

Project Purpose:

The purpose of this project is to complete the S. 3rd Street/National Tpk. Corridor improvements that would accommodate all modes of transportation. Adding bicycle facilities will provide access for over 10,500 homes within one mile with the potential of eliminating short trips by car to area attractions.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $300,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project will include bike lanes and other amenities
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



South Broadway Transportation Management & Enhancement Plan — KIPDA ID# 1334

SOBRO Plan

Project Description:

Conduct a Transportation Management and Enhancement Plan for the SOBRO Neighborhood.

Project Purpose:

The South Broadway Neighborhood Transportation Management and Enhancement Plan will explore traffic conditions on arterial streets within the area for possible conversion from one-way to two-way streets, and the impact of this conversion on the surrounding street network.

The study shall propose improvements for bicycle and pedestrian safety and expanded public transit. Streetscape improvements for Broadway from 9th Street to I-65 interchange, and for surrounding shall be in context sensitive design and compatible with the character of the area.

The study shall make recommendations for transportation management plan implementation, with improvements planned within existing rights-of-way.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $473,984
Estimated Open to Public Year: 2030
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Specialized Transportation Capital Assistance — KIPDA ID# 1210

Section 5310

Project Description:

Federal capital assistance grant program for social service agencies who provide transportation for the elderly and persons with disabilities.

Project Purpose:

Capital improvement purchases to provide transportation services for older adults and persons with disabilities. Projects come from the Human Services Coordinated Transportation Plan approved by the Regional Mobility Council.

Contact Agency: KIPDA
County/Counties: Clark, Floyd
Project Cost: $2,300,000
Estimated Open to Public Year:
Introduced to the Plan: 6 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Stansbury Park — KIPDA ID# 1853

Project Description:

Construction of pedestrian and bicycle pathway pavillions with lockers, welcome center and general rennovation and landscaping of Stansbury Park.

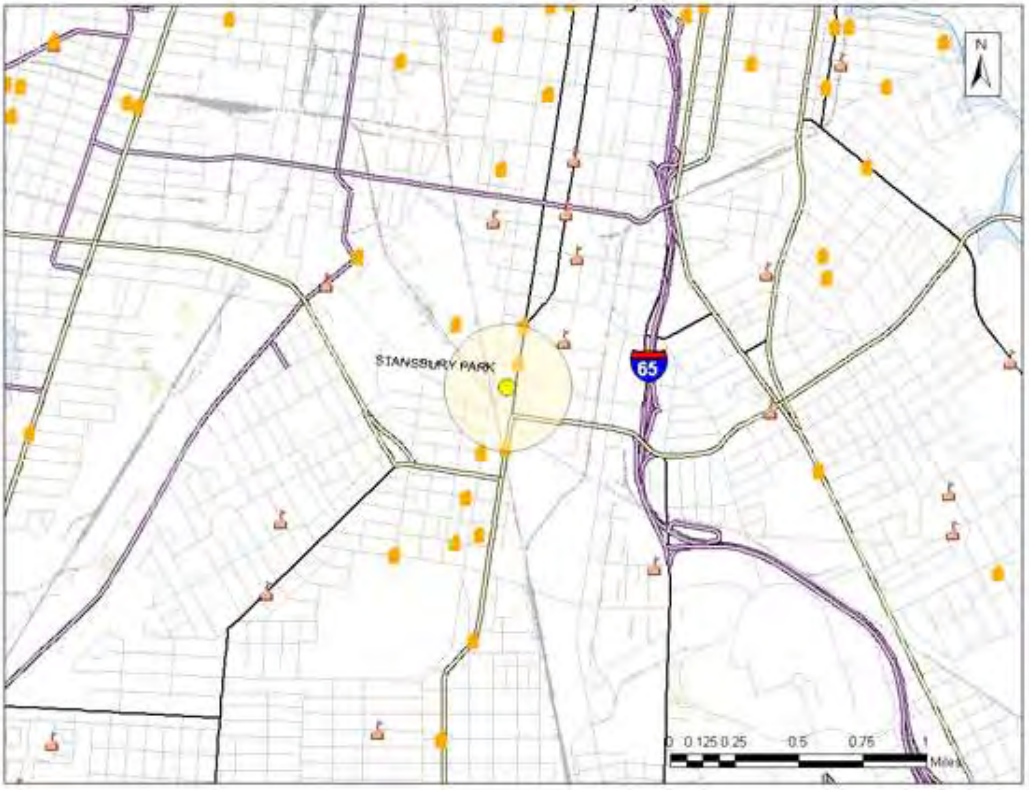
Project Purpose:

Enhance pedestrian/cyclist safety crossing 3rd and 4th Streets between Cardinal Boulevard and Eastern Parkway. Creates a bicycle hub in Stansbury Park and restores the park its original configuration and beauty.

Contact Agency: Univ. of Louisville
County/Counties: Jefferson
Project Cost: $8,998,912
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



Star Hill Road — KIPDA ID# 306

Project Description:

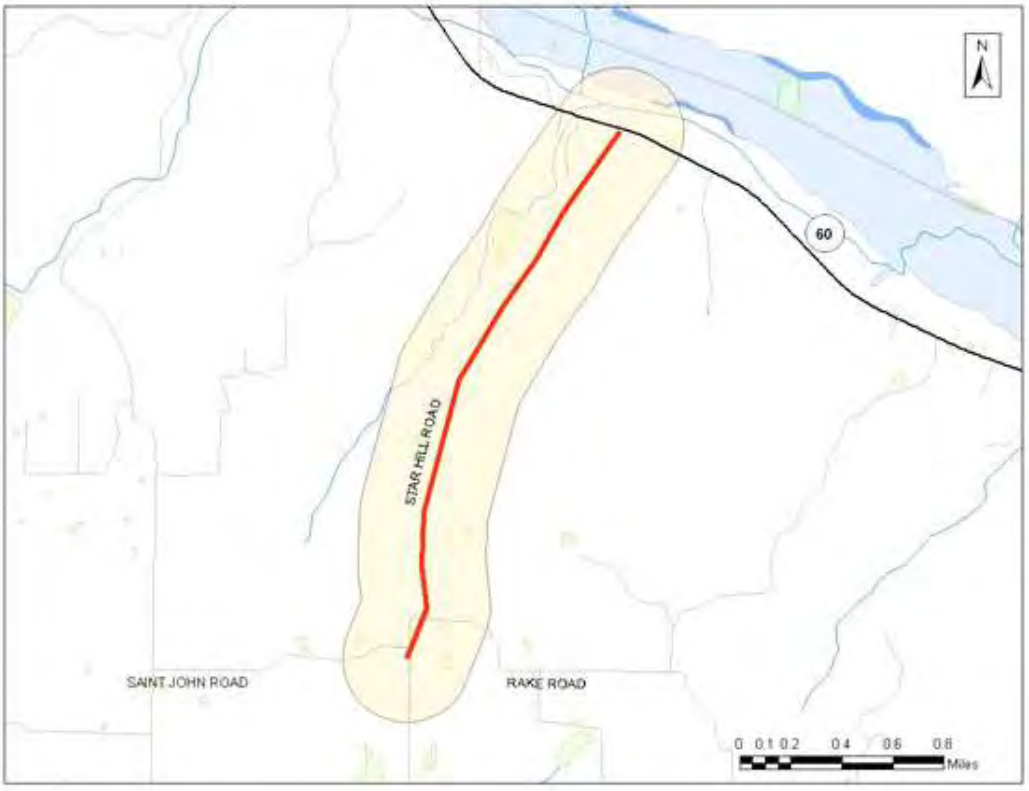
Construct Star Hill Road as new 2 lane road from Rake Road and Saint John Road via Koetter Hollow to SR 60.

Project Purpose:

New road to improve access, safety, and congestion relief.

Contact Agency: Clark Co.
County/Counties: Clark
Project Cost: $19,049,189
Estimated Open to Public Year: 2015
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0201017
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



State Street Corridor Improvements — KIPDA ID# 1588

Project Description:

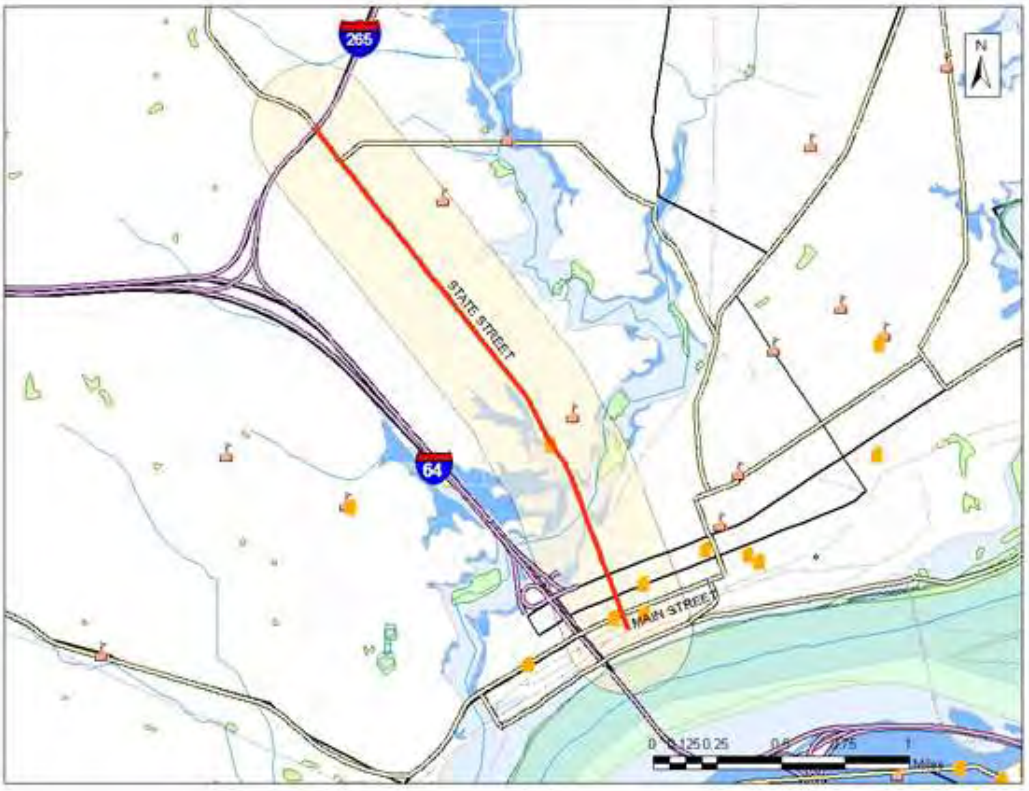
Upgrade signalizations at 14 intersections along State Street from Main Street to I-265.

Project Purpose:

To improve traffic flow through the State Street corridor.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $1,818,525
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 0800745
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑



State Street Rehabilitation — KIPDA ID# 1847

Project Description:

State Street rehabilitation and reconstruction from Main Street to Green Valley Road.

Project Purpose:

Rehabilitation and reconstruction from Main Street to Green Valley Road.

Contact Agency: New Albany PC
County/Counties: Floyd
Project Cost: $2,682,800
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Stonestreet Road Elementary School — KIPDA ID# 1610

Project Description:

Construct a shared use path from neighborhood sidewalk to the rear of the school property, and provide outdoor classroom amenities along the shared use path. Project will include a wetland restoration on school site.

Project Purpose:

To encourage students to walk or ride bicycles to school, and enhance curriculum-driven activities at the school.

Contact Agency: JCPS
County/Counties: Jefferson
Project Cost: $323,500
Estimated Open to Public Year: 2015
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path and other amenities
Pedestrian Facility: Project will include a shared use path and other amenities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Street Rehabilitation in Louisville Metro — KIPDA ID# 1650

Project Description:

Rehabilitation of 143 miles of roads (no additional travel lanes) in Louisville Metro.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Cannot be mapped.

Synchronization of Traffic Signals — KIPDA ID# 1829

Project Description:

Upgrade and expansion of existing Metro Traffic Signal System in terms of new and more flexible equipment and central control capabilities on a countywide level including communications to traffic signals along critical suburban corridors.

Project Purpose:

The goal of the proposed expanded system is to reduce vehicle emissions, to reduce overall vehicle delays & travel times, to reduce fuel consumption, to reduce vehicle operating costs, and to increase traffic safety. The citizens of the Louisville Metro area have experienced significant improvements in the operation of the traffic signals within the Urban Services District since the full implementation of the original signal system project. Louisville Metro is currently seeking the necessary funding to complete the expansion the system. These proposed improvements will provide a foundation upon which an expanded advanced traffic control system will improve operational efficiencies and offer improved traffic management strategies. An upgraded system will provide a level of control, operation, and reliability which is not being attained on a county-wide basis with the existing complement of equipment.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $7,750,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

TARC Capital Improvement Program — KIPDA ID# 585

Section 5307 Funding

Project Description:

Annual formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and for replacement of vehicles.

Project Purpose:

To improve mobility options by creating greater efficiency in transit service delivery by improving transit facilities.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $570,000,000
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

TARC Fleet Replacement & Expansion — KIPDA ID# 1315

Project Description:

Annual replacement of buses, vans or trolleys that have reached the end of their useful life with clean diesel, hybrid electric or other vehicles.

Project Purpose:

Maintenance of TARC's fleet to keep vehicles within their useful life.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $325,408,080
Estimated Open to Public Year: 2030
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

TARC High Capacity Corridors — KIPDA ID# 1825

Project Description:

Provide increased frequency TARC service along two high capacity corridors: Broadway - Bardstown Road Corridor and the Dixie Highway - Preston Highway Corridor.

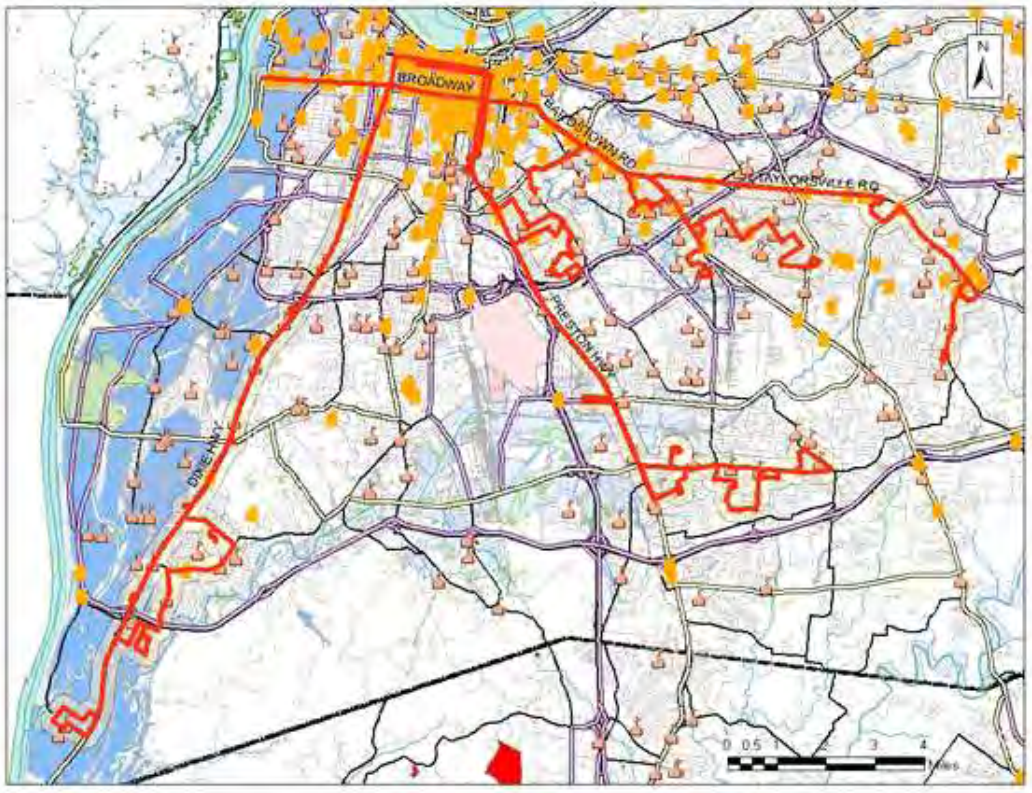
Project Purpose:

Dixie Hwy- Preston Hwy Corridor and Broadway-Bardstown Rd Corridor serve as the major transportation corridors in Louisville. The two bus routes, Route 18 and Route 23 respectively, that serve these corridors have heavy passenger loads throughout the day and often experience overcrowding during peak periods. The purpose of the project is to provide additional bus service on these major routes.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $3,774,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time



TARC High Capacity Corridors - Fourth Street — KIPDA ID# 2102

Project Description:

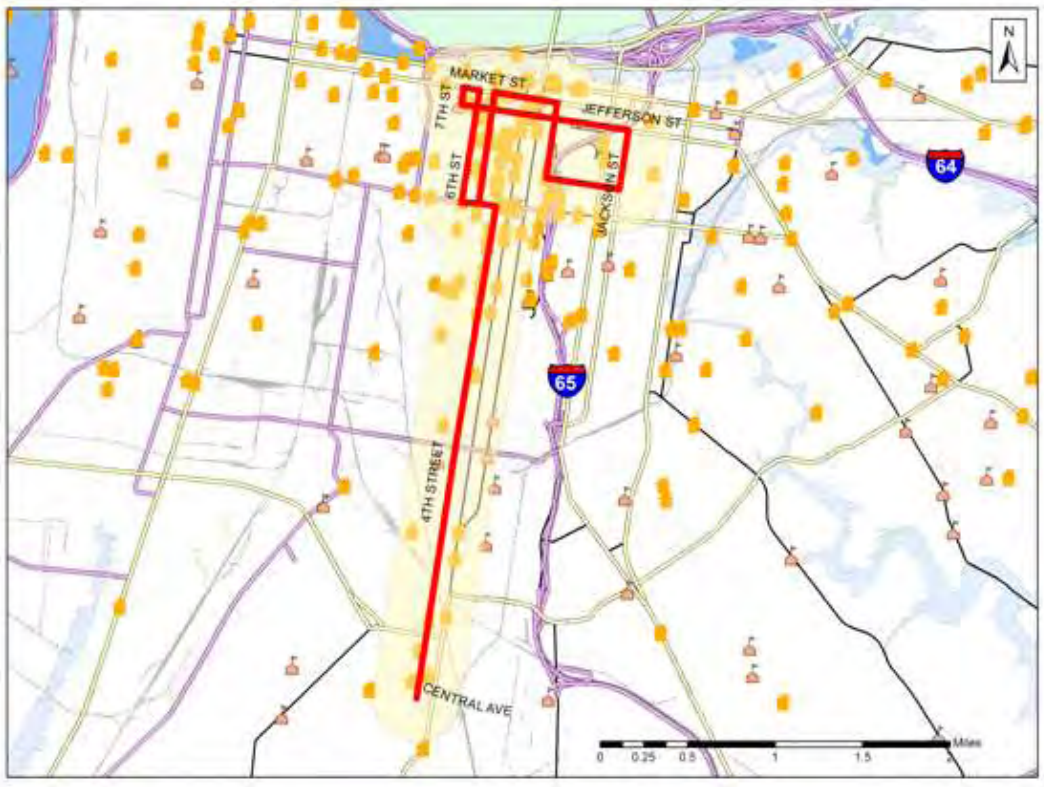
Provide high capacity corridor service along the Fourth Street-Third Street-New Cut Road route.

Project Purpose:

Provide new TARC high frequency service in Fourth Street corridor to relieve overcrowding and congestion while increasing ridership.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $1,250,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



TARC Improvements in Downtown Louisville — KIPDA ID# 1939

Project Description:

TARC bus traffic circulation plan and passenger facilities improvements in the downtown area.

Project Purpose:

Improve existing bus traffic flow in the downtown area with focus on traffic congestion relief in the AM and PM peak hours. Review and improve bus stop and shelters locations, signage and pedestrian circulation and amenities. Take a comprehensive approach to public transit as part of the downtown fabric and develop plans for improvements. Locate transit facilities with respect to local businesses and pedestrian activities in the downtown area and ensure context sensitive design for shelters, signage, lighting and streetscape. Designate far right lane on S. 5th Street (from Mohammed Ali Blvd to Market St), and far right lane on Market St (from 5th St to 2nd St) for buses only and prohibit loading and delivery in the AM and PM peak hours. That would reduce traffic congestion and resolve numerous traffic flow conflicts in the downtown area. These improvements would reduce number of accidents and increase pedestrian safety, and enhance livability and quality of space for downtown businesses.

Benefits of the project: traffic congestion management (traffic flow improvements and air quality), safety improvements for all users, support downtown businesses and improve livability.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Cannot be mapped.

TARC Job Access Trips — KIPDA ID# 1842

JARC

Project Description:

This project will provide transportation services for paratransit trips to work that require travel beyond the minimal service area required by the Americans with Disabilities Act (ADA). ADA requires that the service area for complimentary paratransit extend 3/4 mile from all fixed routes operated by the public transportation prodiver. Funding for trips beyond the minimal service area has been possible through the JARC program since 2000.

Project Purpose:

This project's purpose is to provide transportation to disabled community members who must travel outside of the ADA Service Area to access job sites.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $2,746,266
Estimated Open to Public Year:
Introduced to the Plan: 8 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Cannot be mapped.

TARC Services Expansion — KIPDA ID# 1940

Project Description:

TARC Services expansion in various Metro areas based on development patterns and users' requests.

Project Purpose:

Secure funding to restore transit services lost in 2010 due to revenue decline, and secure funding for expanding TARC services community-wide based on development patterns and ongoing riders' requests throughout Metro area.

Benefits: Expanded TARC services will provide long-term benefits for the community such as alternative transportation options, relieve traffic congestion, reduce energy consumption and improve the air quality, reduce commuters travel cost, provide access to affordable housing developments, support economic development and job creation, and promote Louisville as a sustainable and competitive city for attracting potential new employers.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $1,000,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

TARC System Wide Bus Routes Evaluation and Adjustments — KIPDA ID# 1941

Project Description:

Evaluate existing fixed bus routes to address changes in the neighborhoods (shift in residential and commercial locations), respond to users' needs and propose route and schedule adjustments.

Project Purpose:

System wide route analysis and adjustments will respond to TARC users needs (provide better bus connections between trip origination and destination points), improve operational efficiency (reduce travel time, consolidate bus stops as needed and reduce direct cost), save energy and environment. Systematic and phased approach to short and long-term route improvements and schedule adjustments would meet community needs and attract "users by choice".

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian facilties; details unknown at this time

Cannot be mapped.

TARC Systemwide Transit Facilities Design and Improvements — KIPDA ID# 1942

Project Description:

Develop and implement consistent, system-wide design standards for TARC signage and passenger amenities.

Project Purpose:

Develop unified TARC signage design standards and replace current bus stop signs and schedule/information boxes system-wide. Improve pedestrian safety by providing adequate bus stop signage and lighting, ensure ADA compliance at all bus stops, and enhance users' experience to increase ridership and attract "users by choice" in the entire TARC service area.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $150,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 4 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

Cannot be mapped.

Tattenham Sidewalk — KIPDA ID# 1873

Project Description:

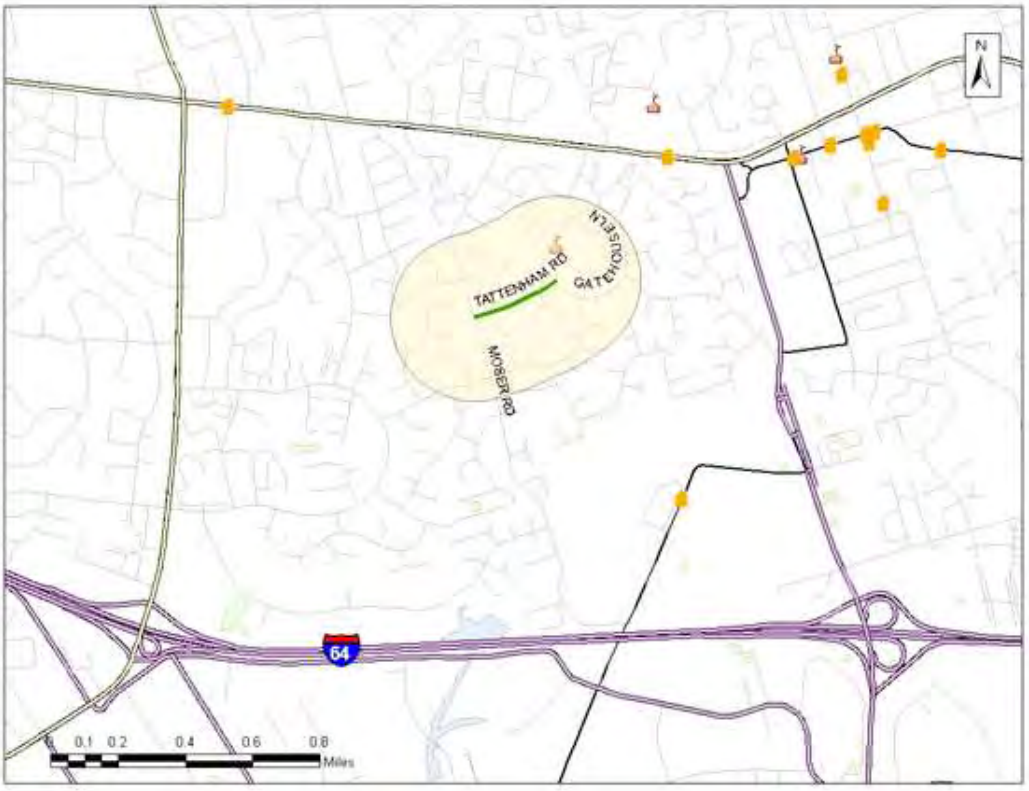
Install 5' wide sidewalk on one side of Tattenham Road from Gatehouse Lane to Moser Road.

Project Purpose:

To provide safe pedestrian route to Crosby Middle School and connections to the surrounding community of Douglass Hills.

Contact Agency: Douglass Hills
County/Counties: Jefferson
Project Cost: $182,497
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



The Park and Ride at Apple Patch — KIPDA ID# 1826

Project Description:

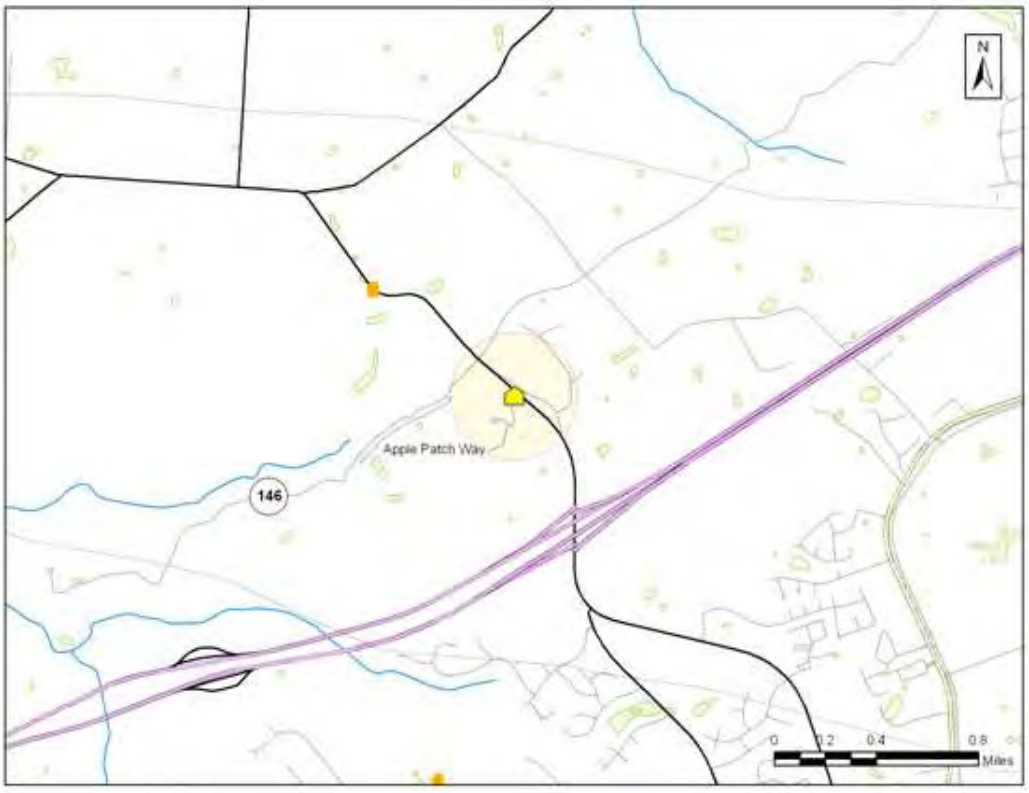
Construction of a park and ride facility including a parking lot, shelter, playground, bike lockers, walkways, and a 1000' access road located on Apple Patch Way off of KY-329 near I-71 Exit 14 in Crestwood.

Project Purpose:

A permanent parking facility will be built for Oldham County residents to use for parking their cars and bicycles while commuting to metro Jefferson County by TARC, carpool or vanpool. It will also provide a convenient alternative for one car families to drop off and pick-up commuters.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $1,619,239
Estimated Open to Public Year: 2015
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project will include sidewalks

State ID #: 00468.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



Ticket To Ride — KIPDA ID# 56

Project Description:

Ticket To Ride regional rideshare program.

Project Purpose:

Support for the KIPDA ridesharing program including local matching service, employer-based and regional ridesharing, van subscription services, promotional activities and program evaluation and administration.

Contact Agency: KIPDA
County/Counties: Clark, Floyd
Project Cost: $3,651,250
Estimated Open to Public Year:
Introduced to the Plan:
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1172341
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Ticket To Ride — KIPDA ID# 162

Project Description:

Ticket To Ride regional rideshare program.

Project Purpose:

Support for the KIPDA ridesharing program including local matching service, employer-based and regional ridesharing, van subscription services, promotional activities and program evaluation and administration.

Contact Agency: KIPDA
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $33,889,839
Estimated Open to Public Year:
Introduced to the Plan: 1 1992
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will include other bicycle amenities
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 00384.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Traffic Signal Priority for Transit — KIPDA ID# 1301

Project Description:

Install and implement a transit signal priority system in conjunction with supporting traffic signal projects on right-of-way.

Project Purpose:

To improve transit operational efficiency and level of service to improve mobility for the traveling public. Benefits include improvements in roadway congestion, safety, ad increasing passenger-carrying capacity of the existing transportation infrastructure.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $1,000,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Transit Access Pedestrian & Bicycle Improvements — KIPDA ID# 1313

Project Description:

Construct new or repair immediate area around bus stop, sidewalks, trails, or other pedestrian or bicycle paths within one mile of transit routes.

Project Purpose:

To improve mobility options by improving and constructing pedestrian facilities thus expanding the area to which people can access transit service.

To improve traffic flow on roadways and interstates by moving SOV trips to transit and thus increasing the people-carrying capacity of the roadway.

To improve air quality by lowering the emissions per person by shifting people in SOVs to transit by expanding the area to which people can access transit service.

Contact Agency: TARC
County/Counties: Jefferson
Project Cost: $250,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian facilties; details unknown at this time

Cannot be mapped.

Transit Farebox Upgrade — KIPDA ID# 1311

Project Description:

Upgrade the farebox collection system on TARC's fleet to be able to use a more robust system of fare collection including cash, tickets, swipe cards, flash cards, debit cards and refund tickets.

Project Purpose:

To improve mobility options by improving alternate travel modes by increasing the ways that people can access the transit system. This upgrade would include the ability to track ridership counts in greater detail through improved technology within the farebox.

Contact Agency: TARC
County/Counties: Bullitt, Clark, Floyd, Jefferson, Oldham
Project Cost: $5,000,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 11 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Tucker Station Road — KIPDA ID# 472

Project Description:

Reconstruct Tucker Station Road as a 2 lane road (no additional lanes) from Rehl Road to Ellingsworth Lane and improve intersections (South Pope Lick, Rehl Road and Ellingsworth Lane).

Project Purpose:

Tucker Station Road is a narrow 2 lane collector extending from U. S. 60 to KY 155 (Taylorsville Road). It is the only non-interstate route which crosses I-64 between Blankenbaker and English Station Rds. With planned development in the Urton Lane corridor, it should be able to relieve some traffic demand if an Urton Lane-Tucker Station Road-Ellingsworth Road connection is made. It would serve increased development south of I-64 near Rehl Road as well.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $14,409,290
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Tyler Neighborhood Transportation Management Plan — KIPDA ID# 1368

Project Description:

Conduct a transportation management plan in the Tyler neighborhood.

Project Purpose:

The Tyler Neighborhood Transportation Management Plan, as part of the Tyler Neighborhood Plan, shall explore opportunities for vehicular, bicycle, and pedestrian traffic in the area, propose improvements, and make recommendations for implementation. An emphasis shall be on Taylorsville Road from Ruckriegel Parkway to I-265 and Tucker Station Road from Rehl Road to Taylorsville Road with planned improvements and streetscape in context sensitive design.

Tyler neighborhood is within a "Transitional" area as shown on the Horizon 2030 Investment Area map; roadway expansion shall include bicycle and pedestrian facilities, new and expanded public transit with adequately spaced and aesthetically pleasing bus stop locations.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $328,983
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

University Corridor Fourth Street Intersection Improvements — KIPDA ID# 1799

Project Description:

Reconstruct intersections on Fourth Street at Industry Road and Central Avenue (no additional travel lanes); includes restriping Fourth Street from north of Norfolk-Southern viaduct to Central Avenue.

Project Purpose:

Phase I of plan to utilize Fourth Street as a transportation corridor in order to move various modes of traffic - motorists, bicyclists and pedestrians - to and from the city's industrial core, through the University of Louisville campus and the Old Louisville neighborhood to I-65 South.

Contact Agency: Univ. of Louisville
County/Counties: Jefferson
Project Cost: $1,060,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian faciilties; details unknown at this time

University of Louisville Cycling, Wayfinding, Shuttle — KIPDA ID# 1577

Project Description:

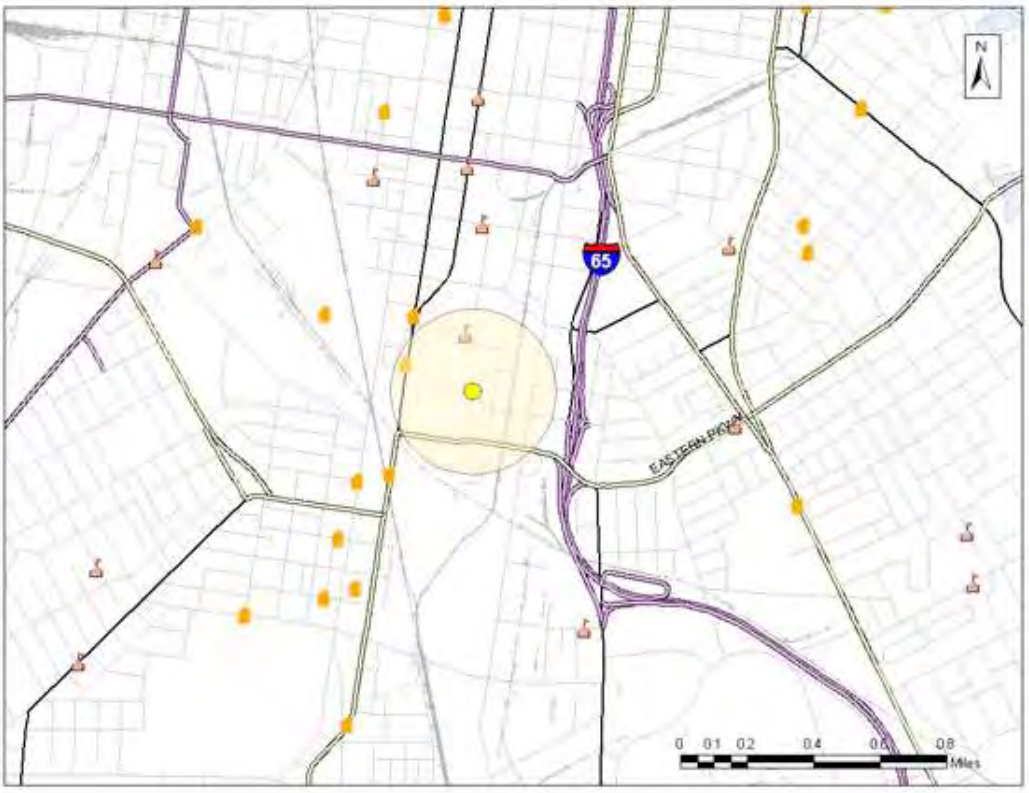
Installation of wayfinding/directional signs, bicycle/pedestrian terminals, streetscaping, and Campus Shuttle funding for the U of L Belknap Campus.

Project Purpose:

Contact Agency: Univ. of Louisville
County/Counties: Jefferson
Project Cost: $2,353,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian amenities



UofL Belknap Campus Improvements — KIPDA ID# 2150

Floyd St/Cardinal Blvd/Brandeis/Arthur St

Project Description:

Design and construct a multi-modal directional non-vehicular and vehicular safety project at the University of Louisville Belknap Campus. First year to include construction funds for roundabout at Floyd St. and Cardinal Blvd. and intersection at Brandeis and Arthur St.

Project Purpose:

Reduce congestion and improve safety at the Floyd Street/Cardinal Boulevard and Arthur Street/East Brandeis Avenue intersections.

Contact Agency: Univ. of Louisville
County/Counties: Jefferson
Project Cost: $11,650,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 08805.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

UofL Belknap Campus Improvements — KIPDA ID# 2151

Floyd St/Cardinal Blvd/Brandeis/Arthur St

Project Description:

Design and construct a multi-modal directional non-vehicular and vehicular safety project at the University of Louisville Belknap Campus. First year to include construction funds for roundabout at Floyd Street and Cardinal Boulevard and intersection at Brandeis A.venue and Arthur Street.

Project Purpose:

Reduce congestion and improve safety at the Floyd Street/Cardinal Boulevard and Arthur Street/East Brandeis Avenue intersections.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $6,350,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 08804.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Upper River Road Rehabilitation — KIPDA ID# 1848

Project Description:

Repave (mill, grind and replace with 1.5 inches of pavement) from 2nd Street to Patrol Road.

Project Purpose:

To extend the useful life of the roadway through preventative maintenance.

Contact Agency: Utica
County/Counties: Clark
Project Cost: $51,200
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Urton Lane — KIPDA ID# 473

Project Description:

Urton Lane Corridor Study from US 60 (Shelbyville Road) to north or south of I-64 or further south to KY 1065 (Seatonville Road). Implement recommendations for corridor study beginning with protective ROW purchase.

Project Purpose:

Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are currently planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,360,877
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Urton Lane — KIPDA ID# 474

Project Description:

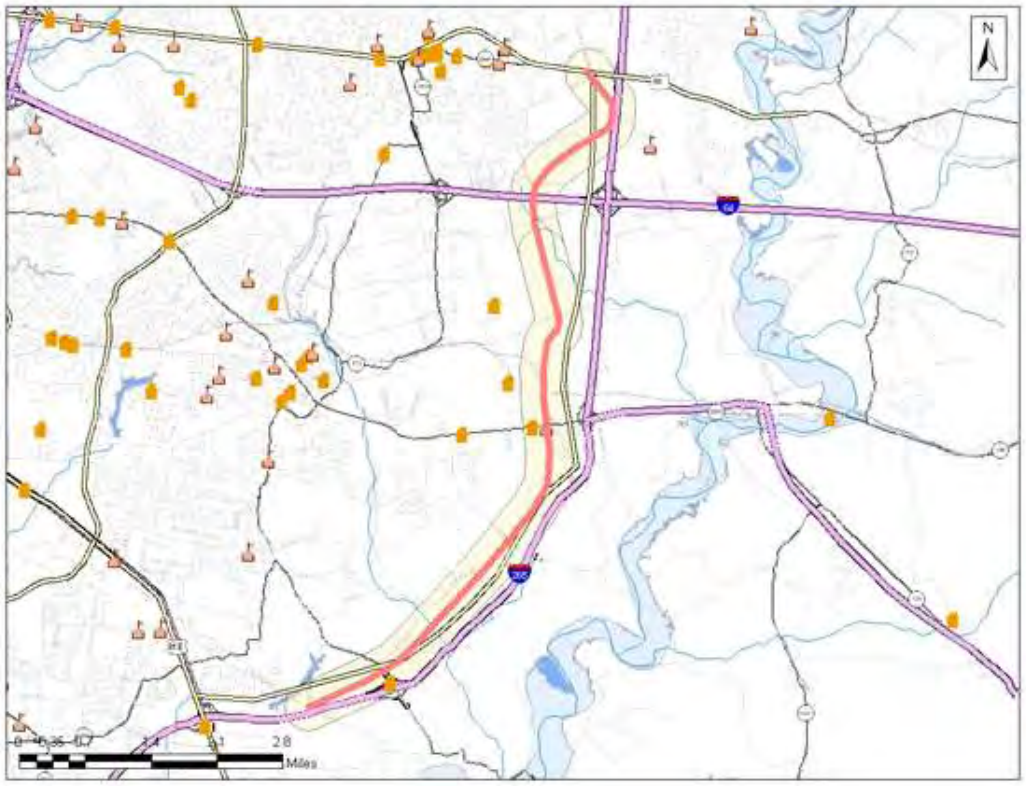
Extend and widen Urton Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from north of I-64 to Seatonville Road.

Project Purpose:

Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are currently planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension from north of I-64 to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $50,432,515
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



US 31 — KIPDA ID# 581

George Rogers Clark Bridge

Project Description:

Paint the US 31 (George Rogers Clark) Bridge over the Ohio River between Louisville and Jeffersonville.

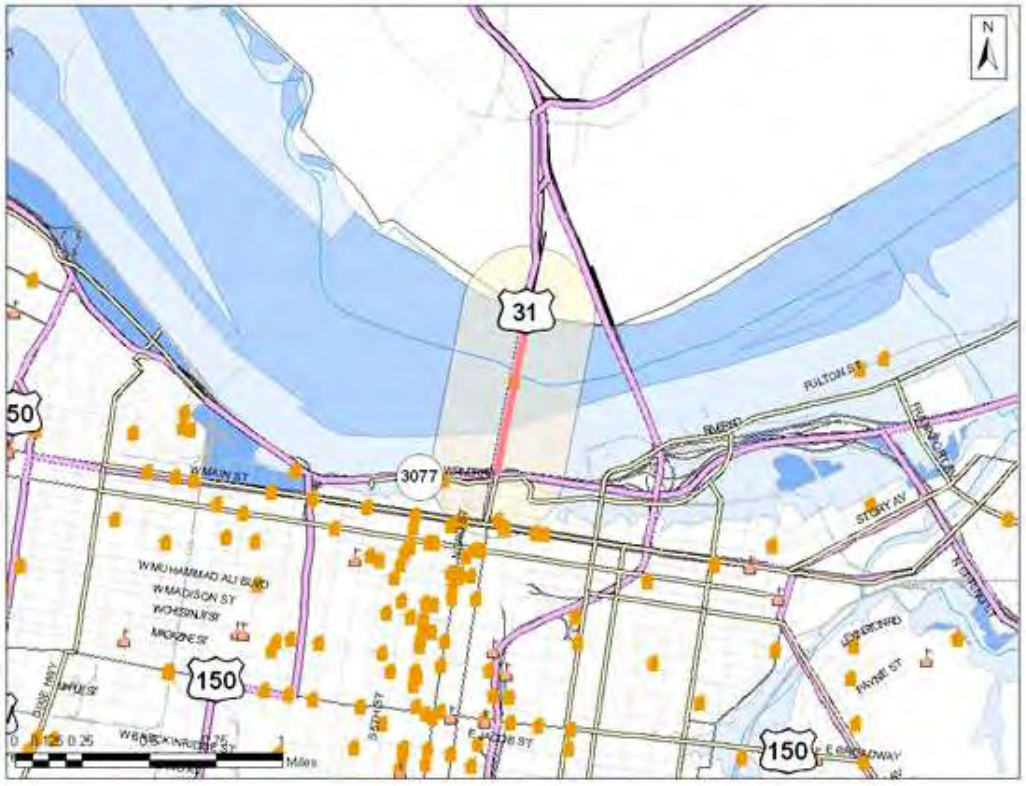
Project Purpose:

This project will provide infrastructure preservation.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $19,000,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2000
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #: 00110.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include sidewalks



US 31 KIPDA ID# 2049

Project Description:

Small structure replacement 1.35 miles North of Memphis Road on US 31.

Project Purpose:

Maintenance of existing roadway.

Contact Agency: INDOT
County/Counties: Clark
Project Cost: $518,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 1296560
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

US 31E — KIPDA ID# 251

Bardstown Road

Project Description:

Transportation System Management and Transportation Demand Management activities on US 31E (Bardstown Road) between Douglass Boulevard and Hikes Lane. Approximately 2.6 miles.

Project Purpose:

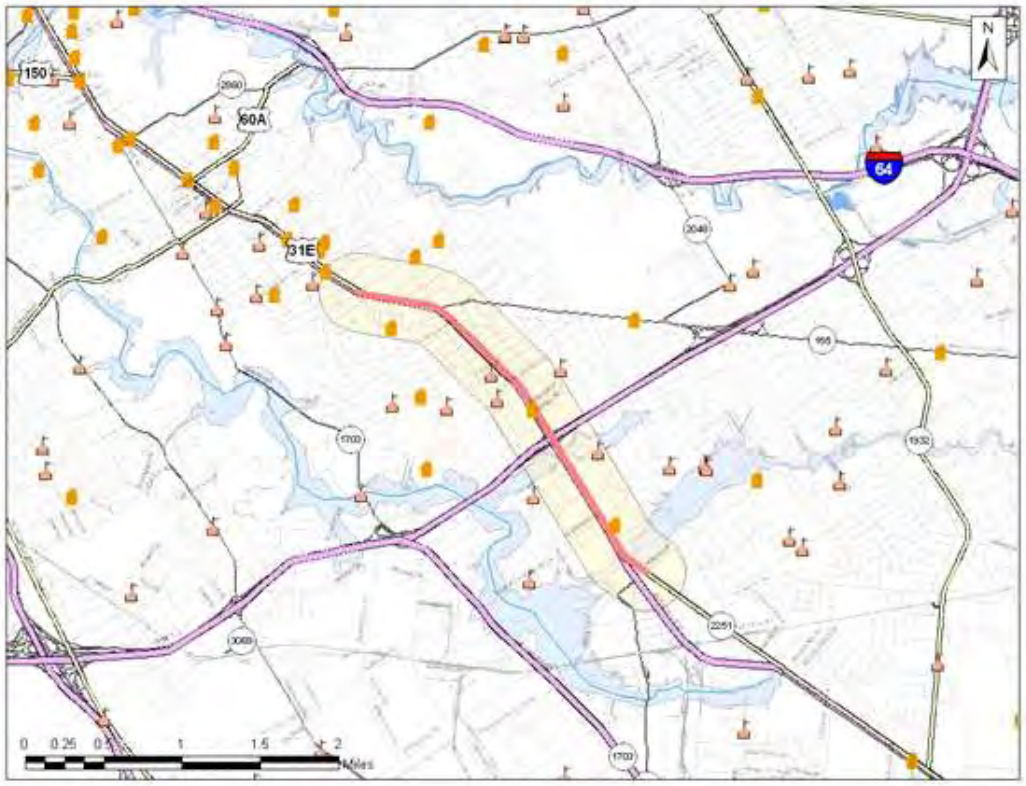
Transportation System Management (TSM) projects are intended to improve the operation capacity of existing roadways and transit. TSM measures may include turn lane installation, individual intersection signal improvements, intersection signal synchronization's within a travel corridor, designation of reversible lanes and high occupancy vehicle lanes.

Transportation Demand Management (TDM) projects are intended to reduce the number of vehicles on the roadways of the community either by encouraging alternate mode or by encouraging increased vehicle occupancy rates. TDM measures include the rideshare program, improvement in bicycle facilities, parking management and the development of pedestrian facilities. Transit improvements can also be considered a TDM measure.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $1,733,287
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☑

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include pedestrian facilties; details unknown at this time



US 31E — KIPDA ID# 1542

Bardstown Road

Project Description:

Phase 1: Realign and widen US 31E from 2 to 5 lanes from north of Bardstown (Nelson County) to Cox Creek and widen from 2 to 4 lanes from Cox Creek to Salt River Bridge. Phase 2: Reconstruct and widen US 31E from 2 to 5 lanes in Bullitt County beginning with the widening of the Salt River Bridge to 4 lanes to the existing 5 lane section at KY 44 in Mount Washington.

Project Purpose:

Contact Agency: KYTC
County/Counties: Bullitt
Project Cost: $140,383,027
Estimated Open to Public Year: 2021
Introduced to the Plan: 8 2007
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00287.01
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☑
Title VI Area: ☐

US 31E Corridor Transportation & Enhancement Study — KIPDA ID# 1356

Bardstown Road Corridor Study

Project Description:

The US 31E (Bardstown Road) Transportation Management and Enhancement Study from Fairground Road to Cedar Creek (I-265 Ramp). Approximately 1.7 miles.

Project Purpose:

The Bardstown Road Corridor Transportation Management and Enhancement Study is intended to improve traffic conditions, explore transit opportunities enhancement, and roadway expansion to accommodate bicycle and pedestrian facilities, develop TSM/ TDM strategies and make recommendations for plan implementation. The study shall consider and propose appropriate streetscape for the area and adequate public transit stops location and spacing.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $805,772
Estimated Open to Public Year: 2030
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 31E Corridor Transportation Management Study — KIPDA ID# 1354

Bardstown Road Corridor

Project Description:

Conduct the Bardstown Road Corridor Transportation Management Study between Baxter Avenue and KY 155 (Taylorsville Road) Approximately 2.6 miles.

Project Purpose:

The Bardstown Road Corridor Management and Enhancement Study is intended to improve existing traffic conditions (traffic flow), explore enhanced public transit opportunities, improve bicycle and pedestrian safety conditions, and make recommendations for project implementation.

The project in addition will explore improvements in access to and from surrounding streets, and enhance adequate streetscape.

Planned improvements shall be made within the existing right of way with minor exceptions if necessary.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $648,960
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 31E Corridor Transportation Management Study — KIPDA ID# 1355

Bardstown Road Corridor Transportation Mgmt Study

Project Description:

Conduct the US 31E (Bardstown Road) Corridor Transportation Management Study from KY 155 (Taylorsville Road) to Fairground Road Approximately 6.4 miles.

Project Purpose:

The Bardstown Road Corridor Transportation Traffic Management and Enhancement Study will explore traffic flow improvements, expanded public transit opportunities and bicycle and pedestrian safety conditions. In addition, the study will explore access improvements to and from surrounding streets, and appropriate streetscape.

Planned improvements shall occur within the existing right of way with limited expansion to accommodate bicycle and pedestrian facilities and public transit amenities. The study shall include recommendation for plan implementation.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $1,644,915
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 31W — KIPDA ID# 244

22nd Street

Project Description:

Study to define road improvements on US 31W (22nd Street) from Northwestern Parkway south to Rowan Street.

Project Purpose:

This project will improve traffic flow and safety. The study will include the consideration of bicycle and pedestrian facilities.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $65,797
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 31W — KIPDA ID# 273

Dixie Highway

Project Description:

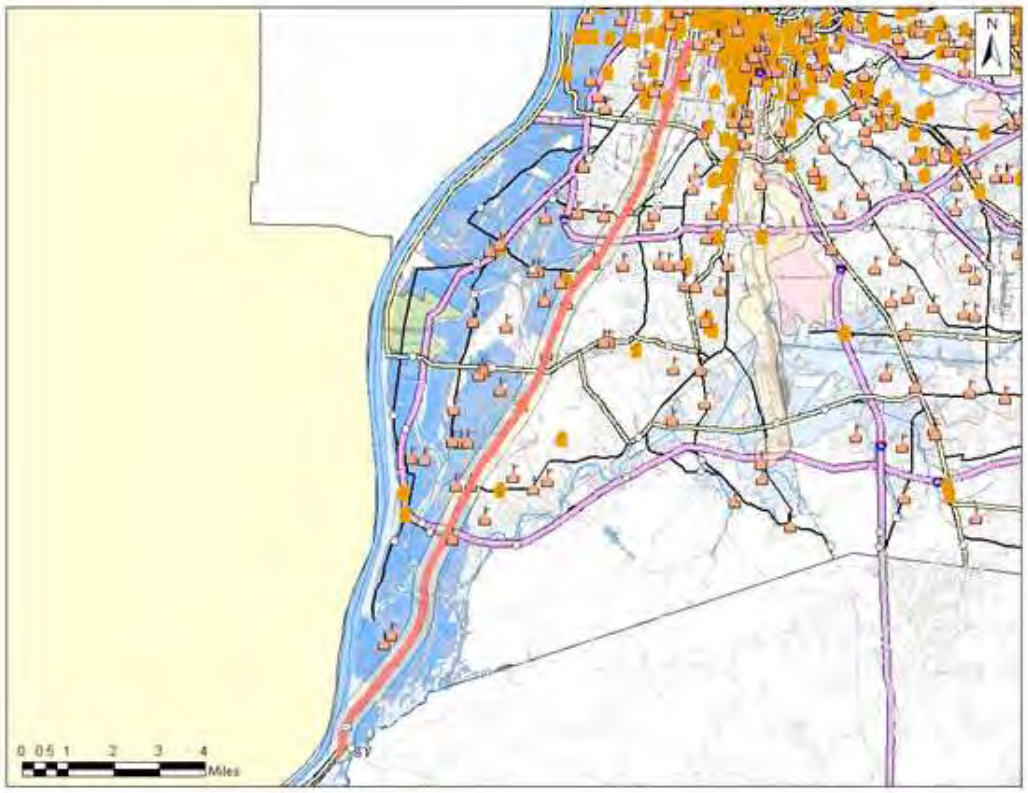
Transportation System Management improvements on US 31W (Dixie Highway) from KY 150 (Broadway) in the city of Louisville to KY 44 in southern Jefferson County to include consideration of access management. Approximately 17.7 miles.

Project Purpose:

US 31W is a heavily developed major arterial, which carries US 31W/US 60 in a north-south direction from the City of Louisville to Fort Knox. Some segments of this five- (5) lane facility are projected to have nearly 50,000 Average Daily Traffic in the year 2020. Contributing to high numbers of vehicular and pedestrian accidents along the roadway are access control, lighting and drainage concerns.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $7,019,151
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



US 31W — KIPDA ID# 2085

Dixie Highway

Project Description:

Design and construct roadway and pedestrian improvements on Dixie Highway between Crums Lane and Rockford Lane. Improvements include construction of proposed pedestrian infrastructure, roadway and access management facilities, signalization upgrades and lighting improvements. Also included will be an evaluation of the feasibility of relocating overhead utilities underground.

Project Purpose:

This project will be the first of several phases designed to further enhance pedestrian and motorist safety and movement. The project will also enhance corridor aesthetics through integrating pedestrian and roadway infrastructure elements to include lighting, innovating pedestrian conveyance facilities, roadway modifications for access management, roadway modifications for traffic management, efficient signalization. The overall goal is to create a safe attractive urban environment that serves pedestrians, cars and bicycles.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $5,000,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐

State ID #: 00478.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Bicycle Facility: Project will include bicycle facilities; details unknown at this time
Pedestrian Facility: Project will include sidewalks and other amenities

US 31W — KIPDA ID# 2141

Dixie Highway

Project Description:

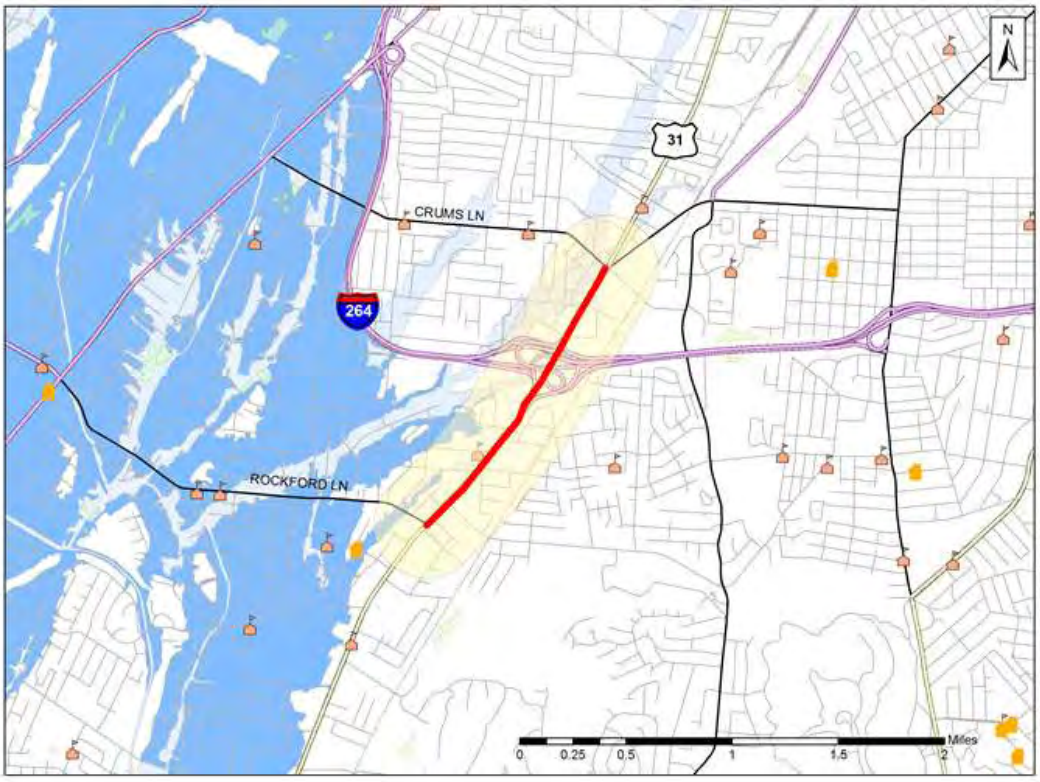
Improve Dixie Highway between Crums Lane (KY 2049) and Rockford Lane (KY 2051), including pedestrian and access management improvements (no additional travel lanes).

Project Purpose:

This project will improve safety.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $7,200,000
Estimated Open to Public Year: 2019
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks and other amenities

State ID #: 00478.20
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



US 31W Corridor Transportation Management & Enhancement Corridor — KIPDA ID# 1360

Dixie Highway Corridor Management

Project Description:

Conduct US 31W Transportation Study between Crums Lane and Greenwood Road Approximately 4.4 miles.

Project Purpose:

The Dixie Highway Corridor Transportation Management and Enhancement Study is intended to analyze existing conditions and define improvements to all transportation modes: vehicular, bicycle and pedestrian travel, and public transit. The study shall recommend plan implementation that includes: access management, expanded public transit, bicycle and pedestrian facilities, public transit amenities, and adequate streetscape. Limited expansion of roadways may be planned to accommodate bicycle and pedestrian traffic as alternate modes of travel.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $1,158,020
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 31W Corridor Transportation Management Enhancement Study — KIPDA ID# 1361

Dixie Highway Corridor Study

Project Description:

Conduct US 31W (Dixie Highway) Corridor Transportation Management and Enhancement Study between Greenwood Road and Moorman Road Approximately 4.55 miles.

Project Purpose:

The Dixie Highway Corridor Transportation Management and Enhancement Study is intended to explore traffic conditions along the corridor, make recommendations concerning traffic flow improvements, aces management (access to and from surrounding streets), bicycle and pedestrian safety conditions, expanded public transit and adequate streetscape. The study shall address implementation process with improvements within the existing right of way or planned roadway expansion for bicycle and pedestrian facilities.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $1,753,110
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 31W Transportation Management & Enhancement Study — KIPDA ID# 1359

Dixie Highway Corridor Study

Project Description:

Conduct the US 31W (Dixie Highway) Corridor Transportation Management and Enhancement Study from US 150 (Broadway) to Crums Lane

Project Purpose:

The Dixie Highway Corridor Transportation Management and Enhancement Study is intended to explore and improve the existing traffic conditions, including bicycle and pedestrian facilities, to provide for alternate transportation options along Dixie Highway Corridor.

The Study shall explore and recommend movements in access management, public transit enhancement, bicycle and pedestrian travel improvement, and appropriate streetscape. All improvements shall be planned within the existing right of way with minimum exception, if necessary.

In addition, the study shall make recommendations for plan implementation.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $994,380
Estimated Open to Public Year: 2022
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 42 KIPDA ID# 230

Project Description:

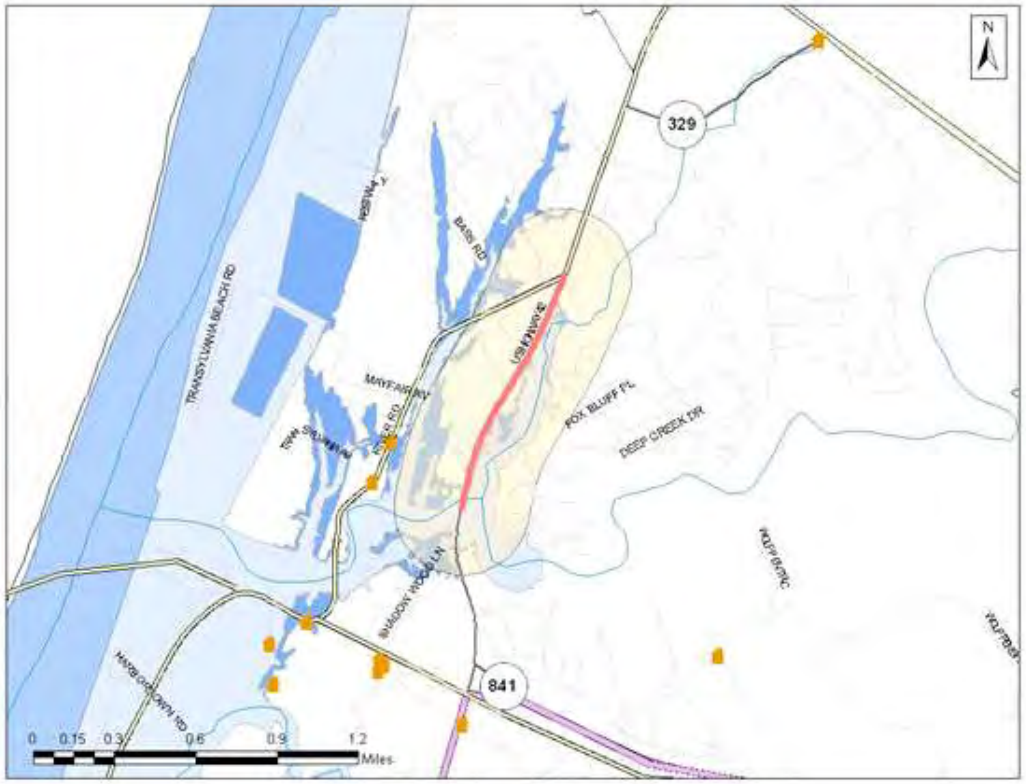
Construct 2 way center turn lane on US 42 from Harrods Creek Bridge north to River Road. Project length is 1.0 miles.

Project Purpose:

Add center turn lane to increase safety.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $7,980,000
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00972.00
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



US 42 KIPDA ID# 476

Project Description:

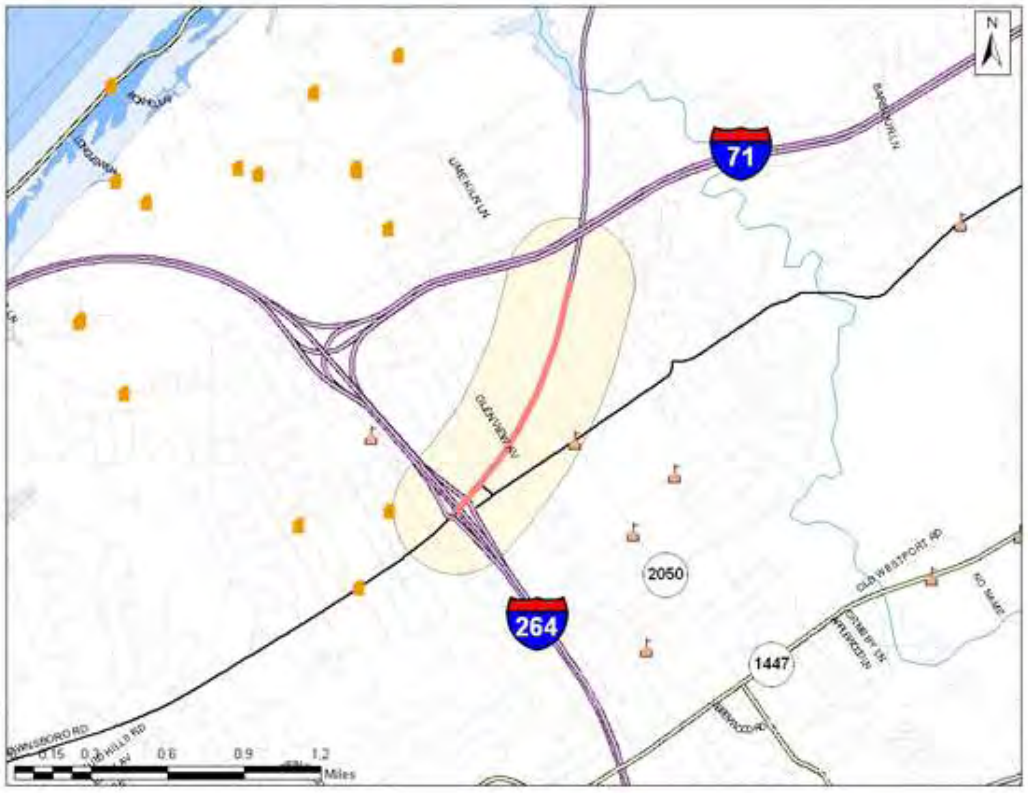
Widen US 42 (Brownsboro Road) from 5 to 7 lanes from I-264 (Henry Watterson Expressway) to Seminary Drive. Approximately 1.0 mile.

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $10,527,454
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐



US 42 KIPDA ID# 477

Project Description:

Reconstruct US 42 as a 3 lane (3rd lane will be a center turn lane) road from Ridgemoore Drive to KY 1694.

Project Purpose:

This project will improve roadway geometrics to improve safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $12,808,258
Estimated Open to Public Year: 2020
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

US 42 KIPDA ID# 478

Project Description:

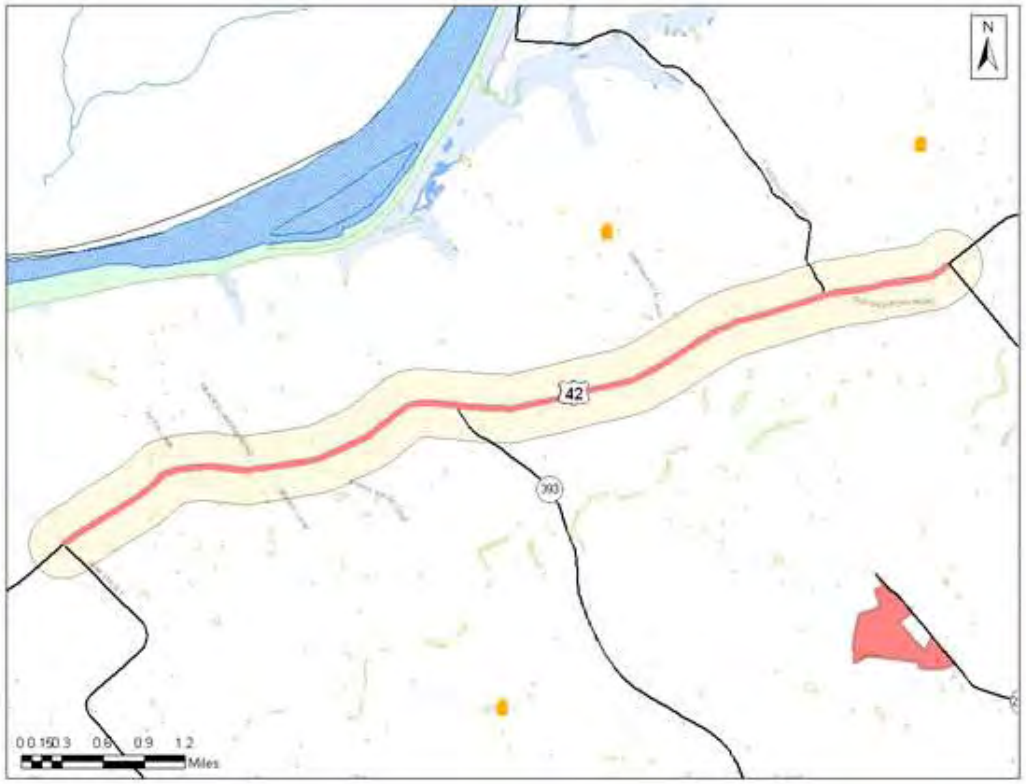
Reconstruct US 42 as a 2 lane road (no additional lanes) from KY 1694 to KY 53.

Project Purpose:

This project will improve roadway geometrics to improve safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $29,218,507
Estimated Open to Public Year: 2025
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



US 42 KIPDA ID# 1271

Project Description:

Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection.

Project Purpose:

To help improve safety.

Contact Agency: KYTC
County/Counties: Oldham
Project Cost: $8,436,480
Estimated Open to Public Year: 2016
Introduced to the Plan: 4 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00441.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

US 60 — KIPDA ID# 479

Shelbyville Road

Project Description:

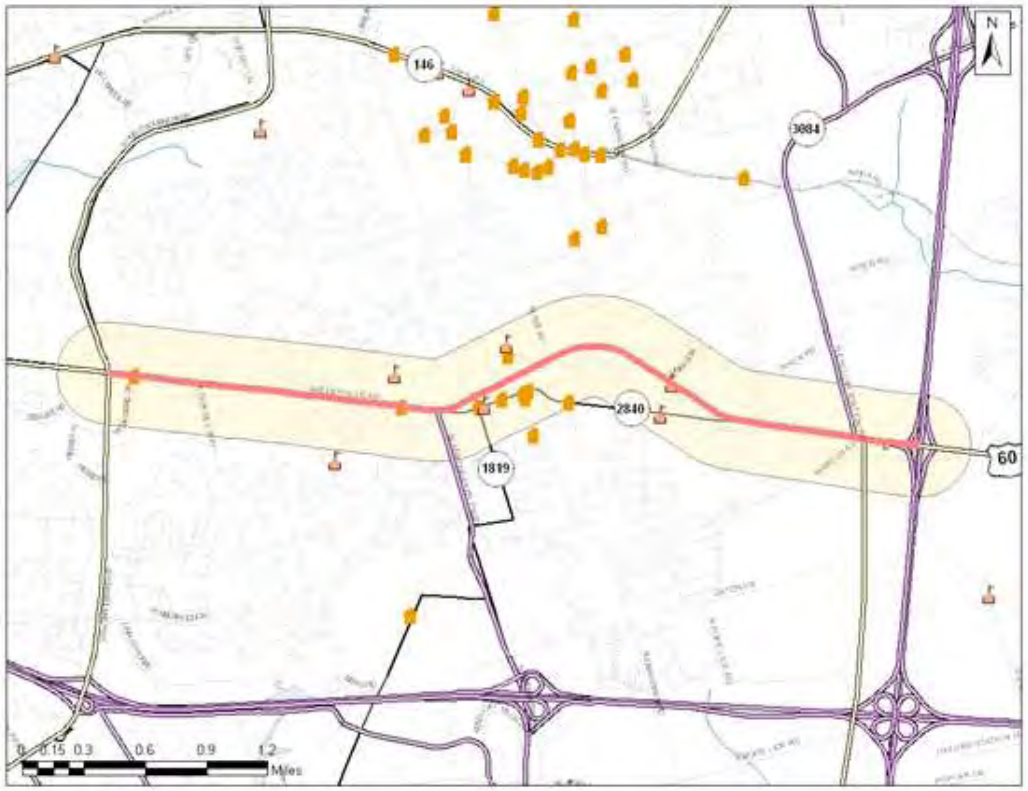
Add 1 travel lane in each direction on US 60 (Shelbyville Road) from KY 1747 (Hurstbourne Parkway) to I-265 (Gene Snyder Freeway).

Project Purpose:

This project will reduce traffic congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $39,477,953
Estimated Open to Public Year: 2021
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☑



US 60 — KIPDA ID# 953

Shelbyville Road

Project Description:

Widen US 60 (Shelbyville Road) from Spring Drive to Clark Station Road from 2 to 3 lanes (3rd lane will be a center turn lane).

Project Purpose:

Enhance safety and reduce congestion.

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $4,428,617
Estimated Open to Public Year: 2021
Introduced to the Plan: 12 2001
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

US 60 — KIPDA ID# 1155

Shelbyville Road

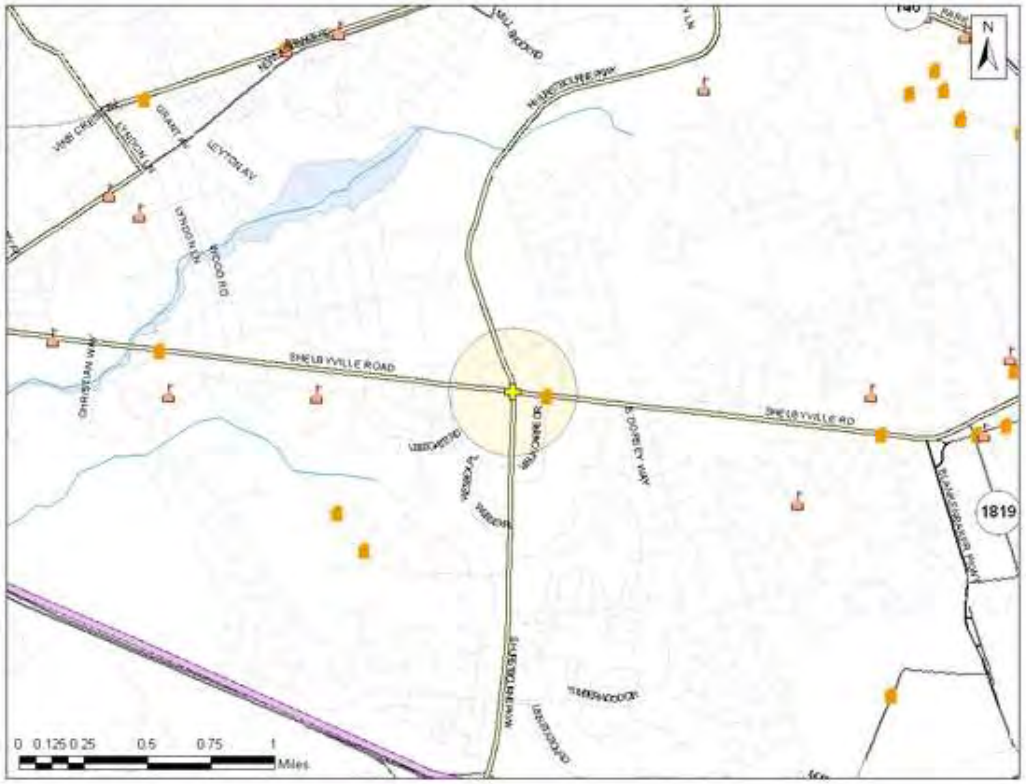
Project Description:

Construct left turn lane on US 60 (Shelbyville Road) east bound at KY 1747 (Hurstbourne Parkway) and improve signal timing.

Project Purpose:

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $216,320
Estimated Open to Public Year: 2019
Introduced to the Plan: 12 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 00985.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



US 60 Corridor Transportation Management Study — KIPDA ID# 1352

Shelbyville Road Corridor Transportation Study

Project Description:

Conduct US 60 (Shelbyville Road) Corridor Transportation Management Study between KY 1747 (Hurstbourne Parkway) and English Station Road, approximately 4.1 miles.

Project Purpose:

The Shelbyville Road Corridor Transportation Traffic Management and Enhancement Study is intended to improve traffic in the corridor and on the surrounding streets; explore opportunities for vehicular, bicycle and pedestrian travel, along with access management and adequate streetscape compatible with surroundings.

The study shall make recommendations for expanded public transit, bicycle and pedestrian safety improvements, and address plan implementation process.

This stretch of Shelbyville Road is within "Community" and "Transitional" areas as defined by KIPDA; proposed improvements should be planned within the existing right of way with limited expansion, or with roadway expansion for bike and pedestrian facilities.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $800,516
Estimated Open to Public Year: 2020
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 60 Corridor Transportation Management Study — KIPDA ID# 1363

Shelbyville Road Corridor Study

Project Description:

Conduct the Shelbyville Road Corridor Transportation Management Study from Lexington Road To Ten Pin Lane Approximately 1.9 miles

Project Purpose:

The Shelbyville Road Corridor Transportation Management Study is intended to improve traffic flow, access management, bicycle and pedestrian circulation, and public transit I the corridor and on the intersection neighborhood streets.

The study shall propose improvements in all modes of travel, along with streetscape enhancement in the corridor, and make recommendations for plan implementation.

Proposed improvements shall be in context sensitive design within the existing right of way and an emphasis on bicycle and pedestrian traffic and expanded public transit opportunities.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $526,373
Estimated Open to Public Year: 2025
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 60 Corridor Transportation Management Study — KIPDA ID# 1364

Shelbyville Corridor Management Study

Project Description:

Conduct the US 60 (Shelbyville Road) Corridor Transportation Management Study from Ten Pin Lane to KY 1747 Hurstbourne Parkway Approximately 2.45 miles.

Project Purpose:

The Shelbyville Corridor Transportation Management and Enhancement Study is intended to improve traffic conditions in this intense commercial area with heavy traffic that impacts surrounding neighborhoods and create an adverse impact on the intersecting streets. Considering future development proposed in the area, the study shall explore opportunities for multi-modal transportation; vehicular, bicycle and pedestrian, and expanded public transit opportunities with an emphasis on access management along the corridor.

The study shall propose context sensitive improvements, with bicycle and pedestrian facilities accommodate within existing right of way with limited expansion within the transitional area.

In addition, the study shall make recommendations for plan implementation with an emphasis on streetscape along Shelbyville Road.

Contact Agency: Lou. Metro DPDS
County/Counties: Jefferson
Project Cost: $711,655
Estimated Open to Public Year: 2017
Introduced to the Plan: 1 2005
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

US 60A — KIPDA ID# 2038

Eastern Parkway

Project Description:

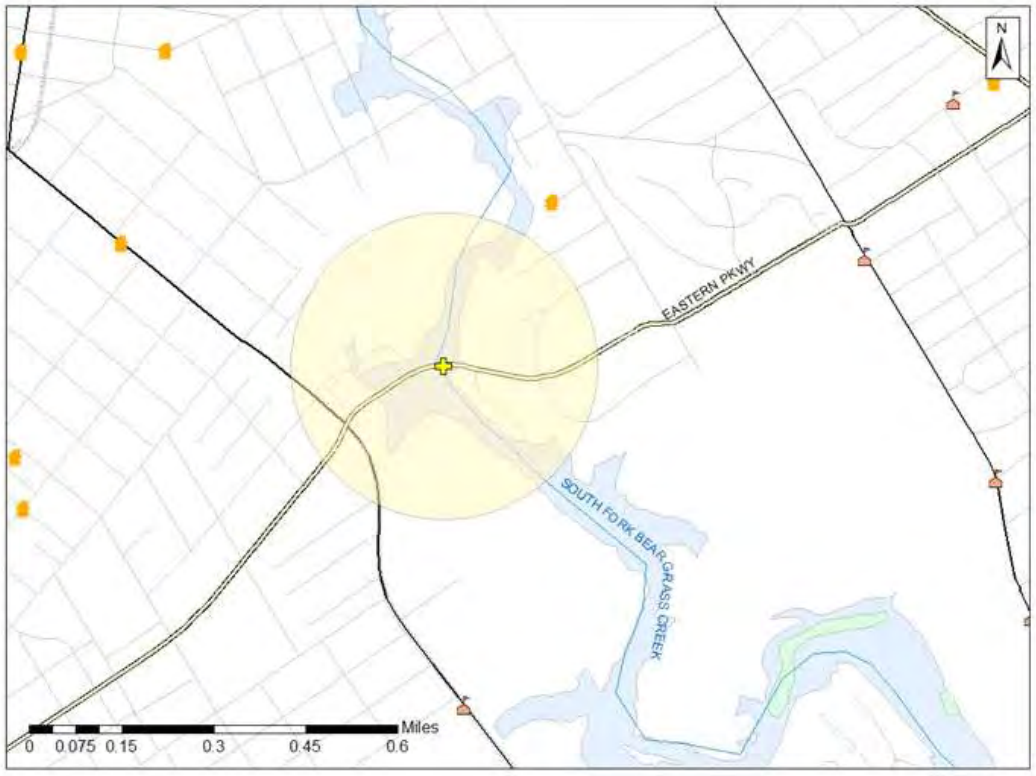
Replace bridge on Eastern Parkway (US 60A) over South Fork Beargrass Creek 0.2 Mile NE of Poplar Level Rd (KY864)(SR43.6). From MP 5.698 to MP 5.738. Bridge #056B00139N.

Project Purpose:

Maintenance (Rehabilitation).

Contact Agency: KYTC
County/Counties: Jefferson
Project Cost: $1,852,000
Estimated Open to Public Year: 2017
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 01064.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



US 150 KIPDA ID# 2058

Project Description:

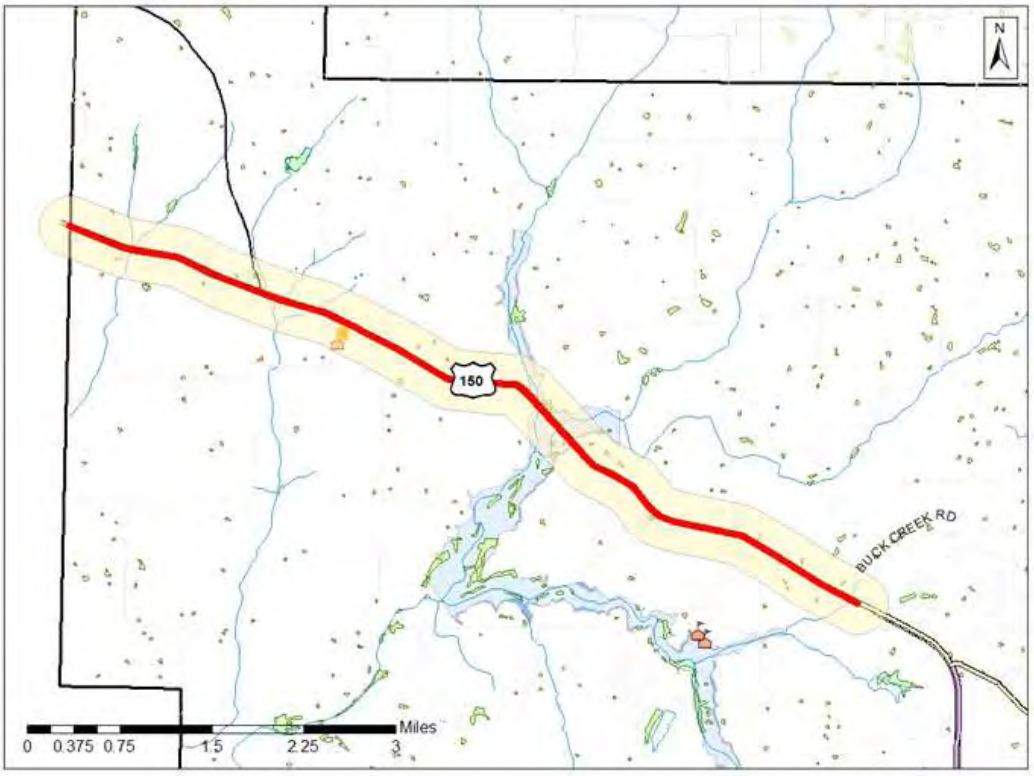
Provide a surface treatment, using microsurface, on US 150 from IN 135 to Buck Creek Road.

Project Purpose:

To maintain drive-ability and safety of the travelling public and prolong life of the roadway.

Contact Agency: INDOT
County/Counties: Floyd
Project Cost: $1,244,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 1297612
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



US 60 Sidewalk Improvements in Saint Matthews — KIPDA ID# 1616

Shelbyville Road Sidewalk Improvements

Project Description:

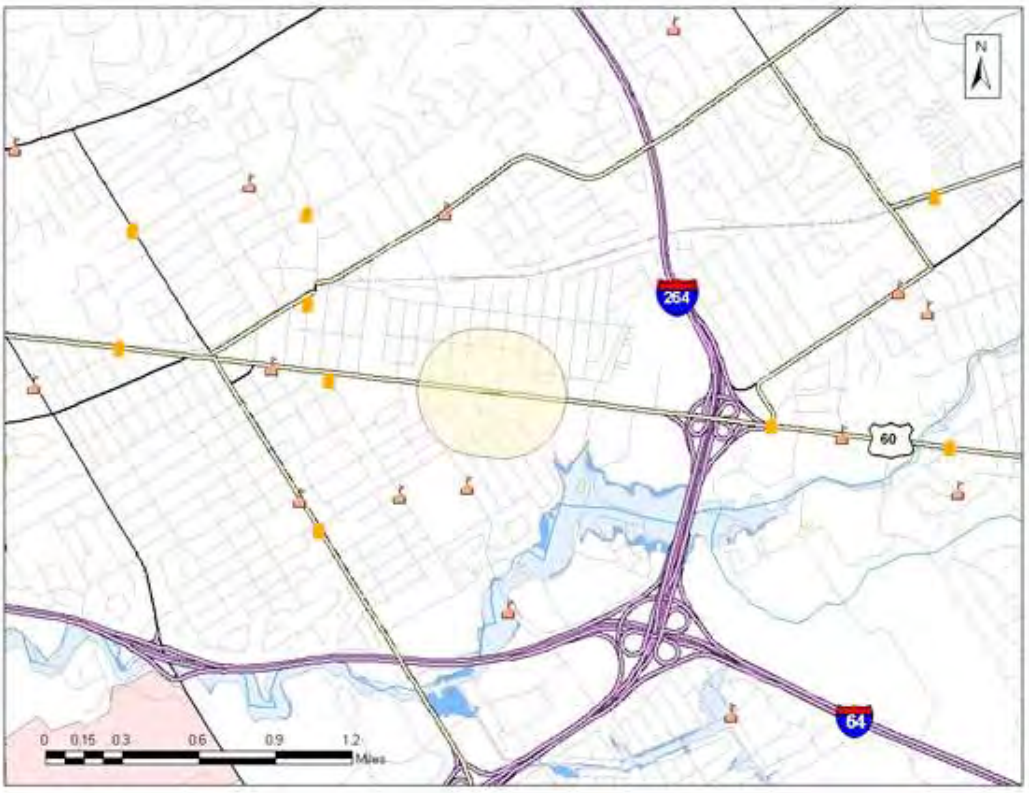
Construction of sidewalk improvements along the north and south sides of US 60 (Shelbyville Road), connecting to existing sidewalks, within the City of Saint Matthews from Ten Pin Lane to Hubbards Lane.

Project Purpose:

Improve pedestrian access along a section of US 60 to connect highly commercialized areas with adjacent neighborhoods.

Contact Agency: St. Matthews
County/Counties: Jefferson
Project Cost: $550,000
Estimated Open to Public Year: 2016
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Utica Pike Rehabilitation — KIPDA ID# 1850

Project Description:

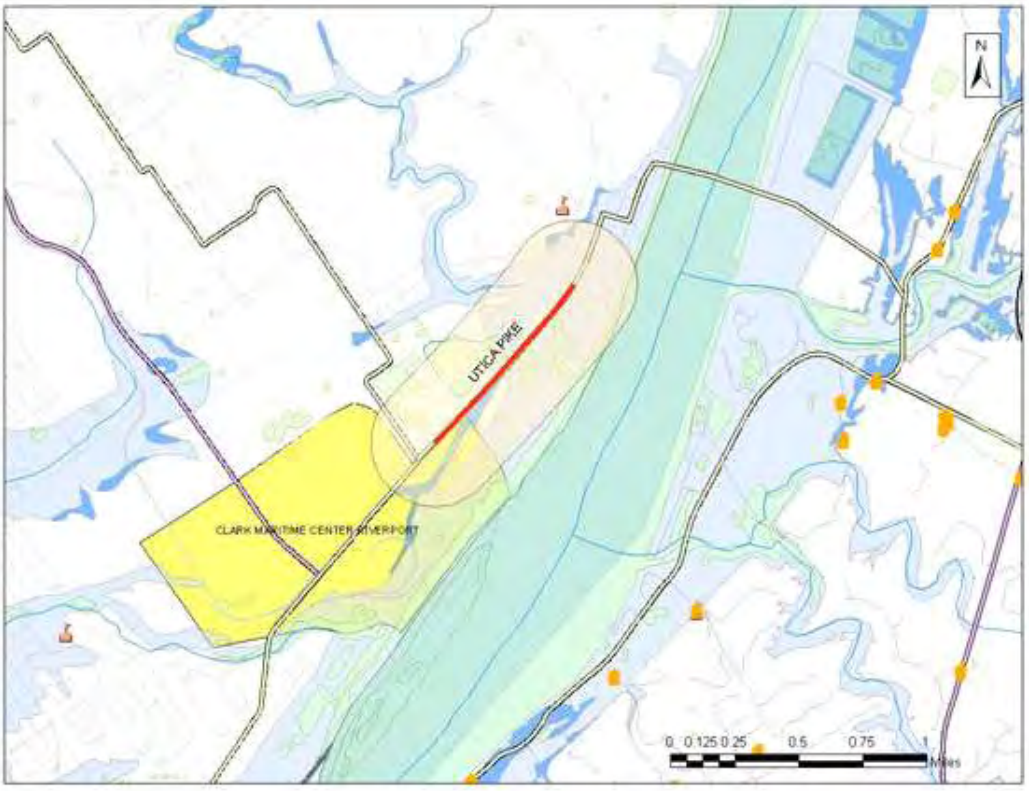
Repave mill, grind and replace with 1.5 inches of pavement) from the Jeffersonville city limit to the bridge in Utica.

Project Purpose:

To extend the useful life of the roadway through preventative maintenance.

Contact Agency: Utica
County/Counties: Clark
Project Cost: $95,600
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Utica Sellersburg Road Rehabilitation — KIPDA ID# 1849

Project Description:

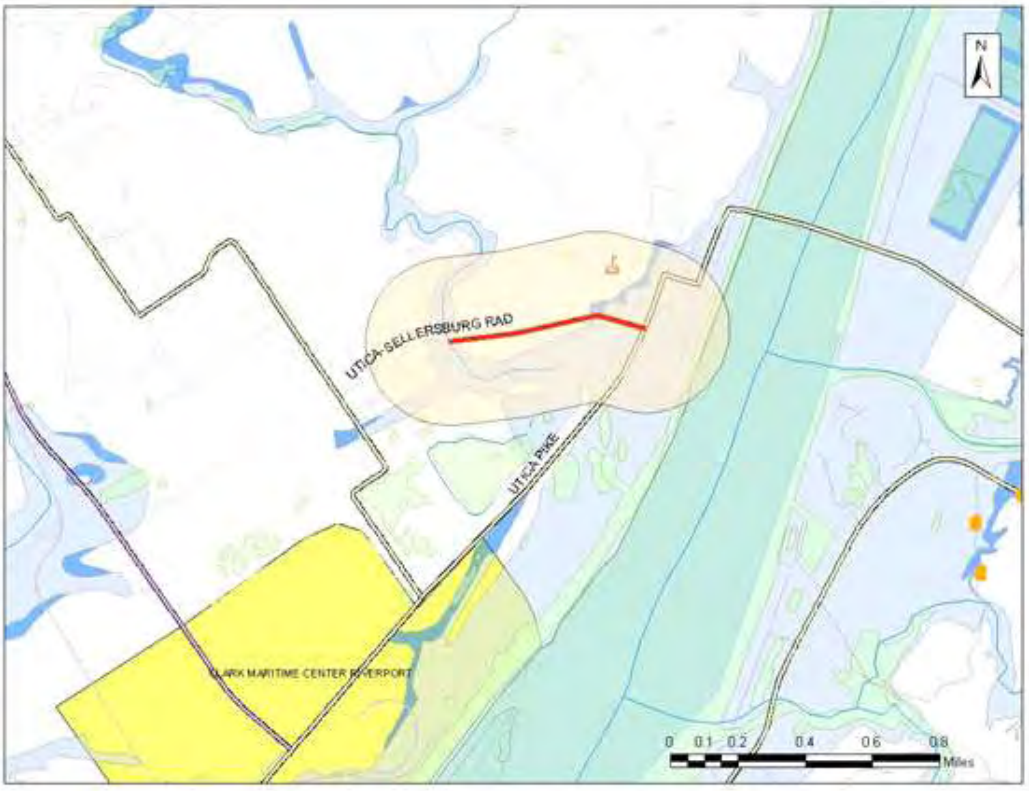
Repave (mill, grind and replace with 1.5 inches of pavement) from the bridge to Utica Pike.

Project Purpose:

To extend the useful life of the roadway through preventative maintenance.

Contact Agency: Utica
County/Counties: Clark
Project Cost: $63,800
Estimated Open to Public Year: 2020
Introduced to the Plan: 10 2010
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Various — KIPDA ID# 992

Project Description:

Various Maintenance Projects: General category for needed resurfacing, restoration and rehabilitation projects that are air quality exempt and not regionally significant.

Project Purpose:

Maintenance and preservation.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $24,000,000
Estimated Open to Public Year:
Introduced to the Plan: 6 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various — KIPDA ID# 1270

Project Description:

Various safety projects in the Louisville urbanized area.

Project Purpose:

Project will provide safety improvements.

Contact Agency: KIPDA
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $11,849,594
Estimated Open to Public Year:
Introduced to the Plan: 4 2004
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various — KIPDA ID# 1552

Project Description:

Various Maintenance Projects: General category for needed resurfacing, restoration and rehabilitation projects that are air quality exempt and not regionally significant.

Project Purpose:

Roadway maintenance.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $24,000,000
Estimated Open to Public Year:
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various ADA Transition Plan Improvements — KIPDA ID# 2146

Project Description:

Various pedestrian facility improvements identified in the ADA Transition Plans of local public agencies.

Project Purpose:

Establish and maintain ADA-compliant pedestrian facilities.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $6,400,000
Estimated Open to Public Year:
Introduced to the Plan: 8 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Bridge Inspections — KIPDA ID# 2126

Project Description:

Quality assurance/quality control program on both State and County bridge inspection data.

Project Purpose:

To assure the safety of state and county bridges.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $250,000
Estimated Open to Public Year: 2015
Introduced to the Plan: 1 2014
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1382761
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Bridge Inspections Statewide — KIPDA ID# 2047

Project Description:

Fracture critical inspections statewide (All MPOs, Non Boarder Bridges)

Project Purpose:

Federal requirements to inspect all fracture critical bridges every 5 years.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $1,000,000
Estimated Open to Public Year:
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 1297452
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Bridge Projects — KIPDA ID# 1643

Project Description:

Bridge inspection, repair, painting and replacement projects that are air quality exempt and not regionally significant.

Project Purpose:

Provide for the safe, efficient and reliable movement of people and goods across various transportation barriers.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $64,000,000
Estimated Open to Public Year:
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Indiana Bridge Rehabilitation and Replacements — KIPDA ID# 1596

Project Description:

Bridge rehabilitation and replacement at various locations.

Project Purpose:

Bridge maintenance.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $24,000,000
Estimated Open to Public Year:
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Maintenance and Operations Projects — KIPDA ID# 173

Project Description:

Various maintenance and operations projects including resurfacing, restoration and rehabilitation projects; shoulder improvements; minor pavement widening with no additional travel lanes; slope stabilization/landslide repairs; drainage improvements; fencing; and traffic signal maintenance and operations.

Project Purpose:

Operate and maintain the existing transportation infrastructure.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $96,000,000
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Ohio River Bridge Inspections — KIPDA ID# 2044

Project Description:

Payments to KY - Bridge Inspections for various Ohio River Bridges.

Project Purpose:

Long standing agreement to reimburse KY for bridge inspections over the Ohio River they conduct. Not all of the inspections will be in the KIPDA MPO, but several are.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $1,500,000
Estimated Open to Public Year:
Introduced to the Plan: 8 2012
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project/program will not include bicycle facilties
Pedestrian Facility: Project/Program will not include pedestrian facilities

State ID #: 0710275
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Pavement Markings and Signage — KIPDA ID# 175

Project Description:

Various general statewide pavement marker/marking program projects in urbanized area.

Project Purpose:

Encourage safe and efficient flow of traffic by installing and maintaining pavement markers, pavement markings, and signs.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham, Shelby
Project Cost: $32,000,000
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Rail/Highway Protection Projects — KIPDA ID# 174

Project Description:

Various general rail/highway protection improvement program projects.

Project Purpose:

Improve safety at rail/highway crossings.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $19,000,000
Estimated Open to Public Year:
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Roadway Sign and Sign Support Rehab — KIPDA ID# 1985

Project Description:

Roadway Sign and Sign Support Rehabilitation in the Louisville MPO area.

Project Purpose:

Roadway Sign and Sign Support Rehabilitation in the Louisville MPO area.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $35,000
Estimated Open to Public Year:
Introduced to the Plan: 11 2011
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Safety Projects — KIPDA ID# 990

Project Description:

General category for needed safety projects in Clark and Floyd Counties that are air quality exempt and not regionally significant.

Project Purpose:

Various safety projects.

Contact Agency: INDOT
County/Counties: Clark, Floyd
Project Cost: $24,000,000
Estimated Open to Public Year:
Introduced to the Plan: 6 2002
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Safety Projects - Kentucky — KIPDA ID# 1633

Project Description:

General category for safety projects that are air quality exempt and not regionally significant.

Project Purpose:

Imrpove safety.

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $32,000,000
Estimated Open to Public Year:
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Sidewalk Projects in Louisville Metro — KIPDA ID# 329

Project Description:

Rehabilitation and construction of various sidewalk projects in Louisville Metro.

Project Purpose:

Rehabilitation of existing sidewalks and construction of new sidewalks.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $16,293,192
Estimated Open to Public Year:
Introduced to the Plan: 5 2000
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Sidewalks in Oldham County — KIPDA ID# 1427

Project Description:

Construct various sidewalks in Oldham County

Project Purpose:

Provide alternate mode of transportation.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $857,654
Estimated Open to Public Year:
Introduced to the Plan: 6 2006
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Various Sidewalks on State Routes in Kentucky — KIPDA ID# 1229

Project Description:

Installation of sidewalks to fix gaps in pedestrian network on various state maintained roads in Oldham, Jefferson and Bullitt counties.

Project Purpose:

Project provides for pedestrian safety

Contact Agency: KYTC
County/Counties: Bullitt, Jefferson, Oldham
Project Cost: $2,962,398
Estimated Open to Public Year:
Introduced to the Plan: 2002
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 00440.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Cannot be mapped.

Veterans Parkway Phase 2 — KIPDA ID# 514

Project Description:

Phase 2: Widen Charlestown-New Albany Pike from 2 to 4 lanes from Veterans Parkway to Holman Lane. Widen Holman Lane from 2 to 4 lanes from IN 62 to Charlestown-New Albany Pike.

Project Purpose:

This project would tie Tenth Street to the first phase of Veteran's Parkway. It will help traffic congestion on Holmans Lane We need to look at ways of getting people out of the subdivisions. There are three churches and two schools on this project.

Contact Agency: Jeffersonville PW
County/Counties: Clark
Project Cost: $3,400,000
Estimated Open to Public Year: 2018
Introduced to the Plan: 9 1999
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #: 0500176
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☑
Title VI Area: ☐

Walkable Community Improvements — KIPDA ID# 1646

Project Description:

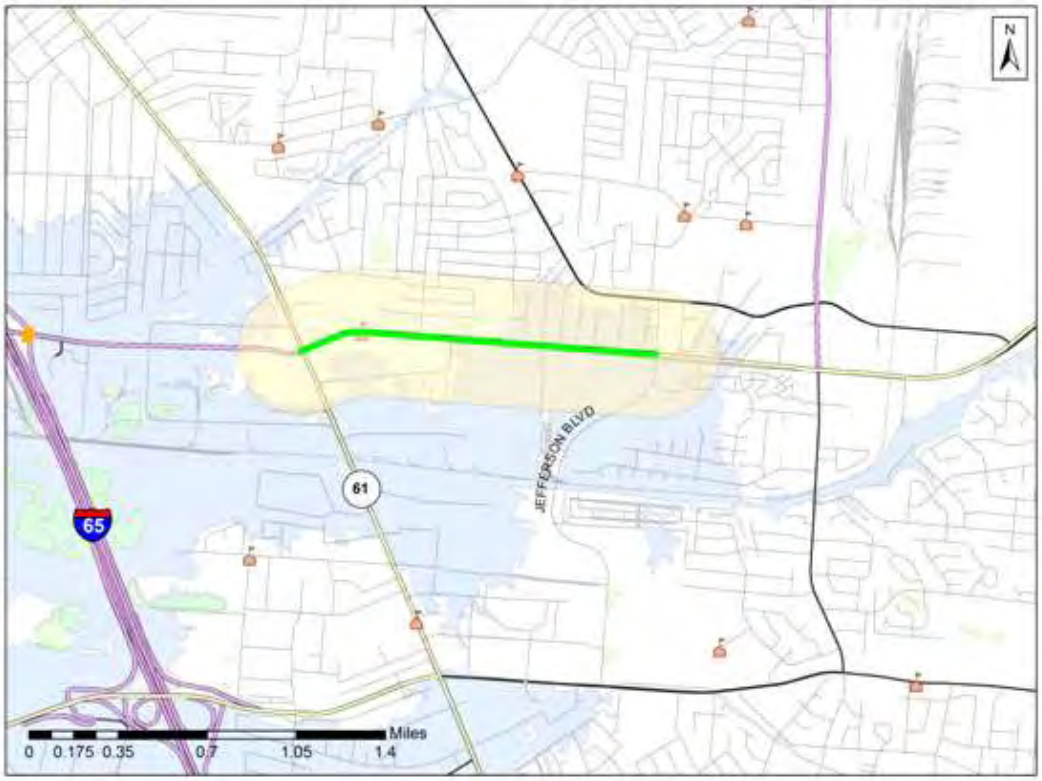
Installation of sidewalks along Fern Valley Road from just east of Preston Highway to Jefferson Boulevard.

Project Purpose:

To implement "Complete Streets" throughout the community.

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $375,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 2 2009
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility: Project will include sidewalks

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Water Street — KIPDA ID# 1327

Project Description:

Reconstruct Water Street existing pavement as a 2-lane road (no additional lanes), sidewalk, and curb and gutter from IN 3 to Monroe Street. (Approximately 2,100 feet). Replace existing storm sewer system.

Project Purpose:

Replace deteriorated pavement and sidewalks, and address drainage problems along roadway.

Contact Agency: Charlestown
County/Counties: Clark
Project Cost: $1,195,700
Estimated Open to Public Year: 2025
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☑
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Watterson Trail Bicycle & Pedestrial Trail Phase II — KIPDA ID# 2081

Watterson Trail

Project Description:

Construct a multi-use bicycle and pedestrian trail along Watterson Trail from Mulberry Row Way to Mansfield Estates Drive.

Project Purpose:

To increase both bicycle and pedestrian movement throughout the city and improve alternative transportation modes along this arterial roadway connecting neighborhoods, the downtown and the workplace as well as enhance recreational opportunities for the citizens.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $802,560
Estimated Open to Public Year: 2018
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐

Watterson Trail Bicycle & Pedestrian Corridor — KIPDA ID# 1579

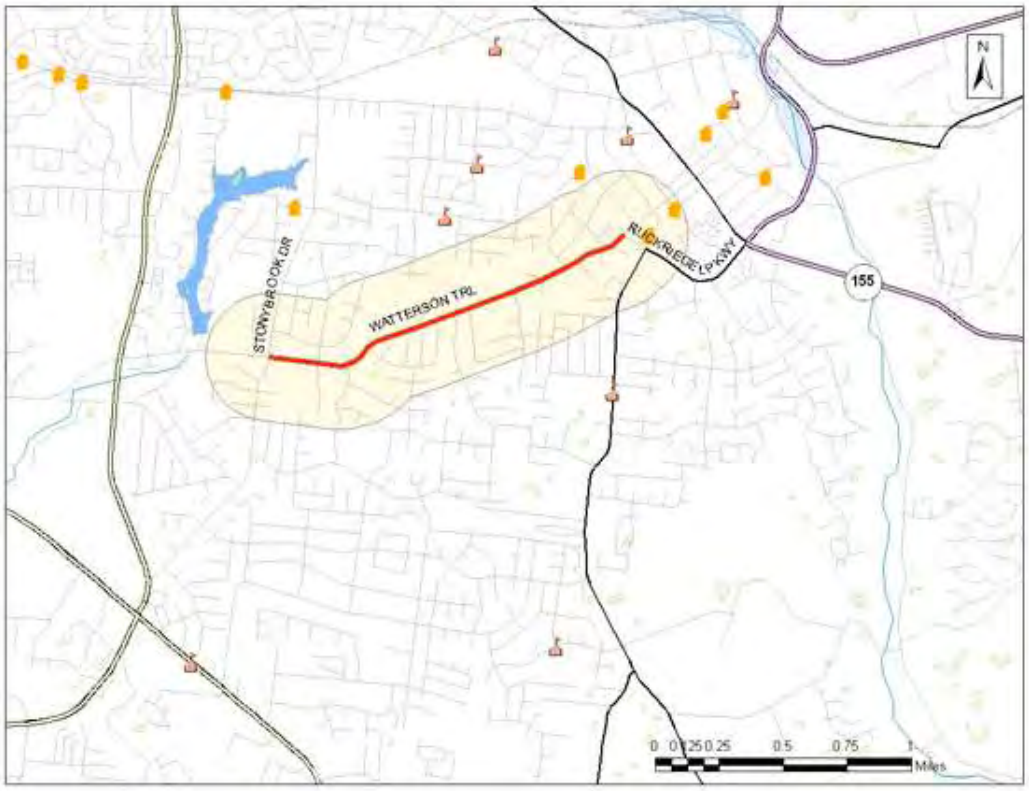
Project Description:

Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown.

Project Purpose:

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $400,000
Estimated Open to Public Year: 2014
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Watterson Trail Phase I — KIPDA ID# 1582

Project Description:

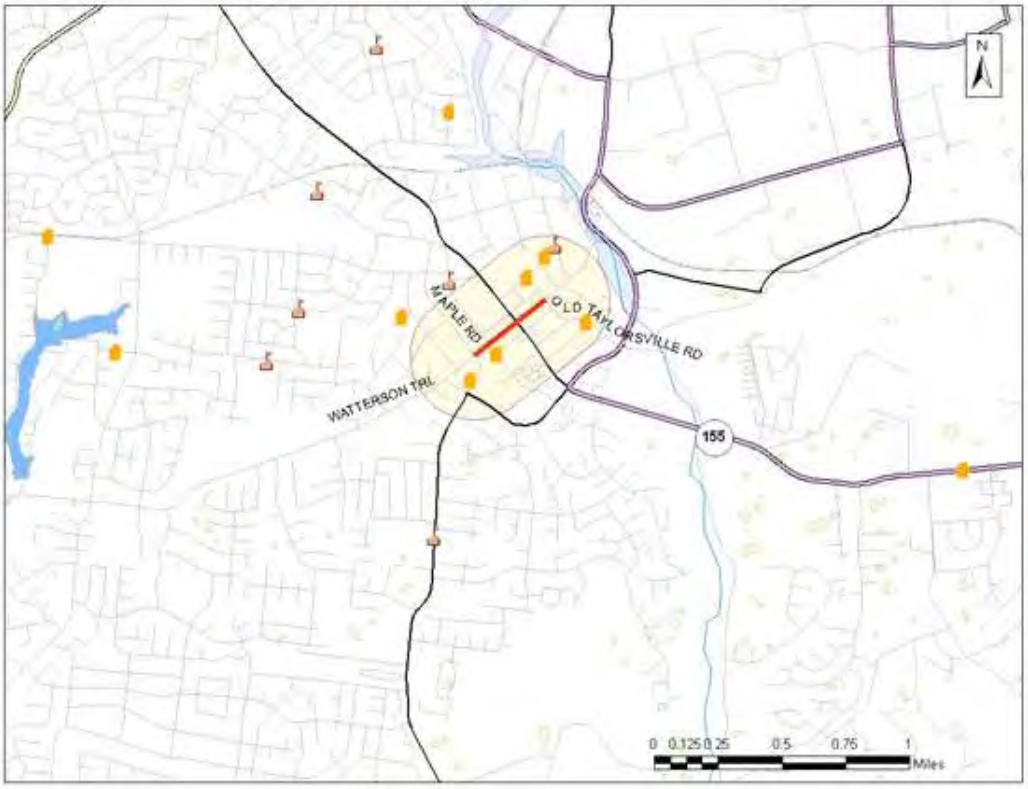
Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Road to Old Taylorsville Road.

Project Purpose:

Project will improve streetscape, reconstruct sidewalks and enhance landscaping.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $2,275,430
Estimated Open to Public Year: 2015
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #: 03031.00
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Watterson Trail Phase II — KIPDA ID# 1583

Project Description:

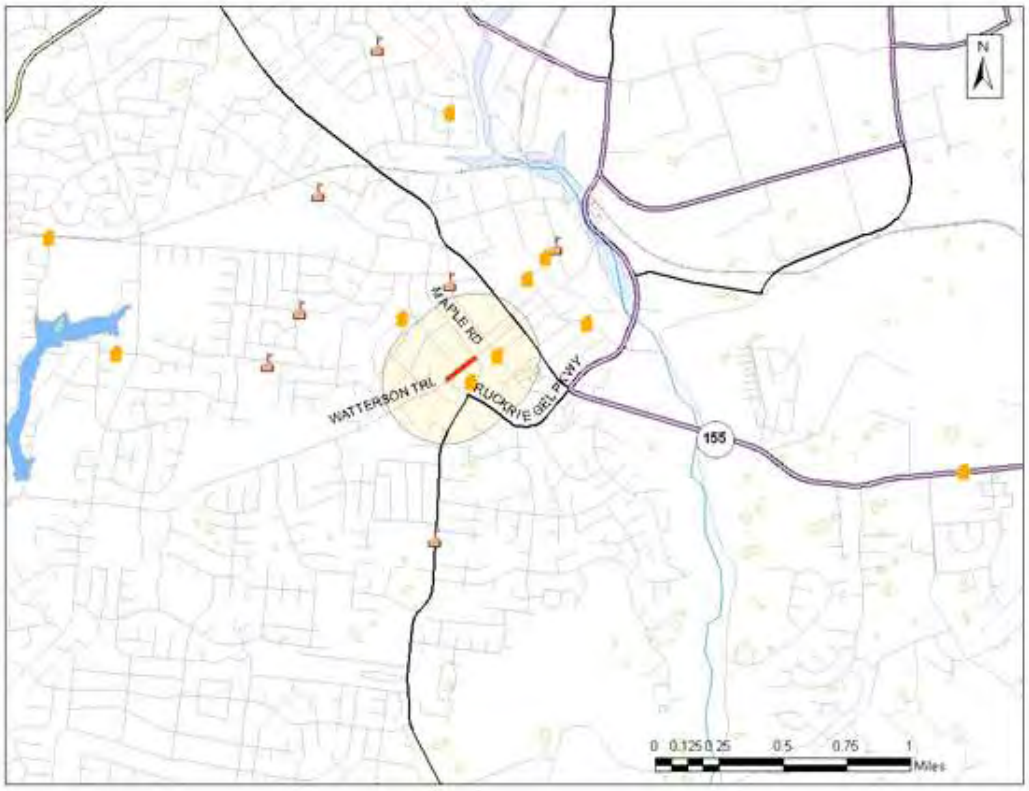
Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project to include streetscape enhancements to improve the corridor.

Project Purpose:

Add center turn lane to roadway to increase safety and improve congestion.

Contact Agency: Jeffersontown
County/Counties: Jefferson
Project Cost: $1,219,624
Estimated Open to Public Year: 2016
Introduced to the Plan: 8 2008
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☐
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☑
CMP Candidate: ☐
Title VI Area: ☐



Watterson Trail South — KIPDA ID# 1324

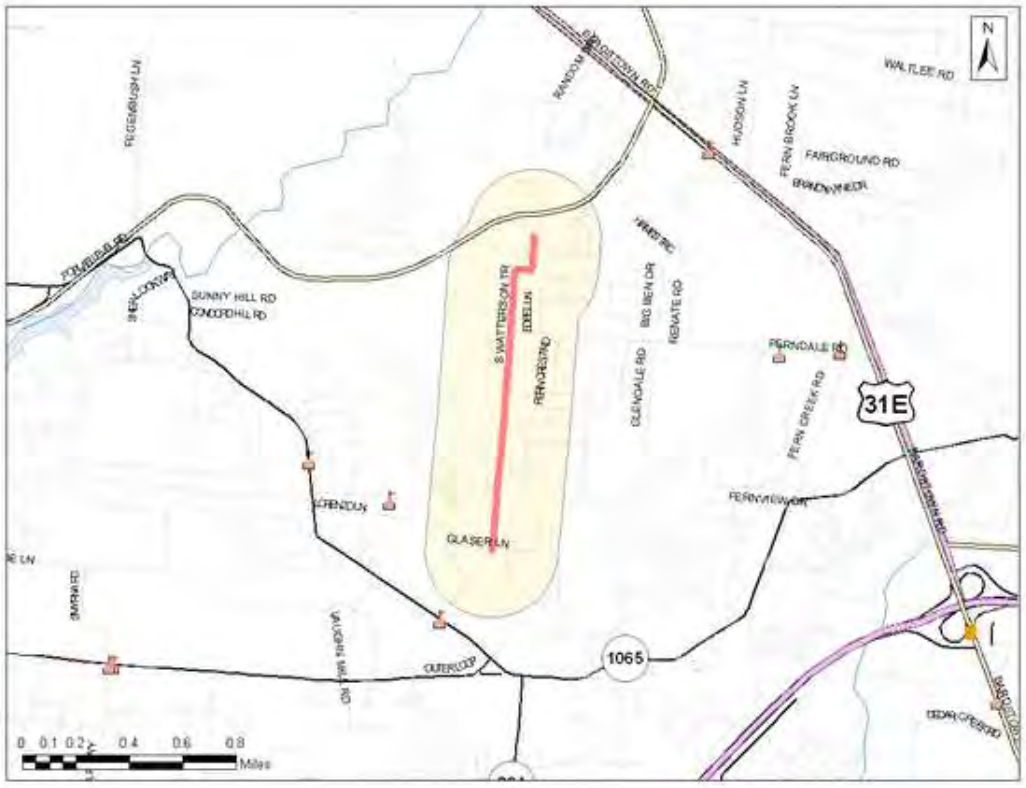
Project Description:

Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1747 (Hurstbourne Parkway) to Glaser Lane.

Project Purpose:

Contact Agency: Lou. Metro PW
County/Counties: Jefferson
Project Cost: $47,109,148
Estimated Open to Public Year: 2028
Introduced to the Plan: 12 2004
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☑
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



Wendell Moore Park Recreational Trail Paving Project — KIPDA ID# 2067

Project Description:

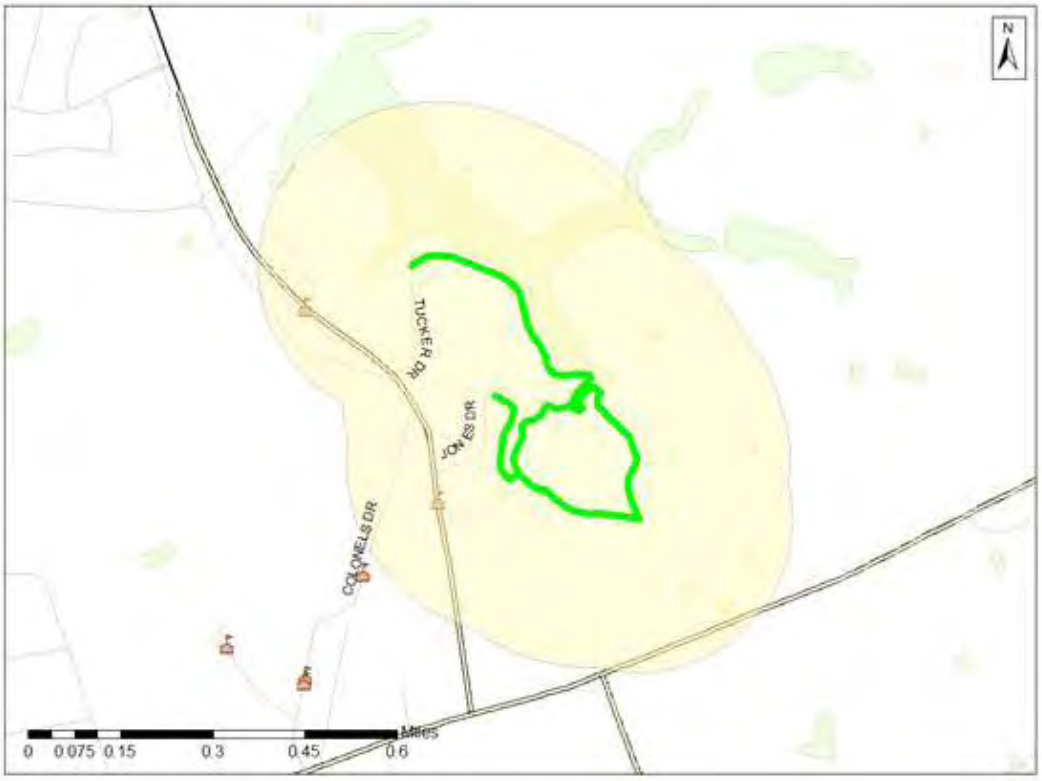
Pave an existing 1.75 mile 3-loop trail system and .72 mile Lakeside Connector Trail. The project includes trailside facilities. The trails are used for walking, biking, and skating and as stated in the original proposal, most sections will be ADA accessible.

Project Purpose:

Recreational trail project.

Contact Agency: Oldham Co.
County/Counties: Oldham
Project Cost: $83,377
Estimated Open to Public Year: 2014
Introduced to the Plan: 11 2012
1/4 Mile Bike/Ped Priority Corridor: ☑
1/4 Mile Freight Corridor: ☐
Bicycle Facility:
Pedestrian Facility:

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☑



Woodland Hills Recreational Trails — KIPDA ID# 2093

Project Description:

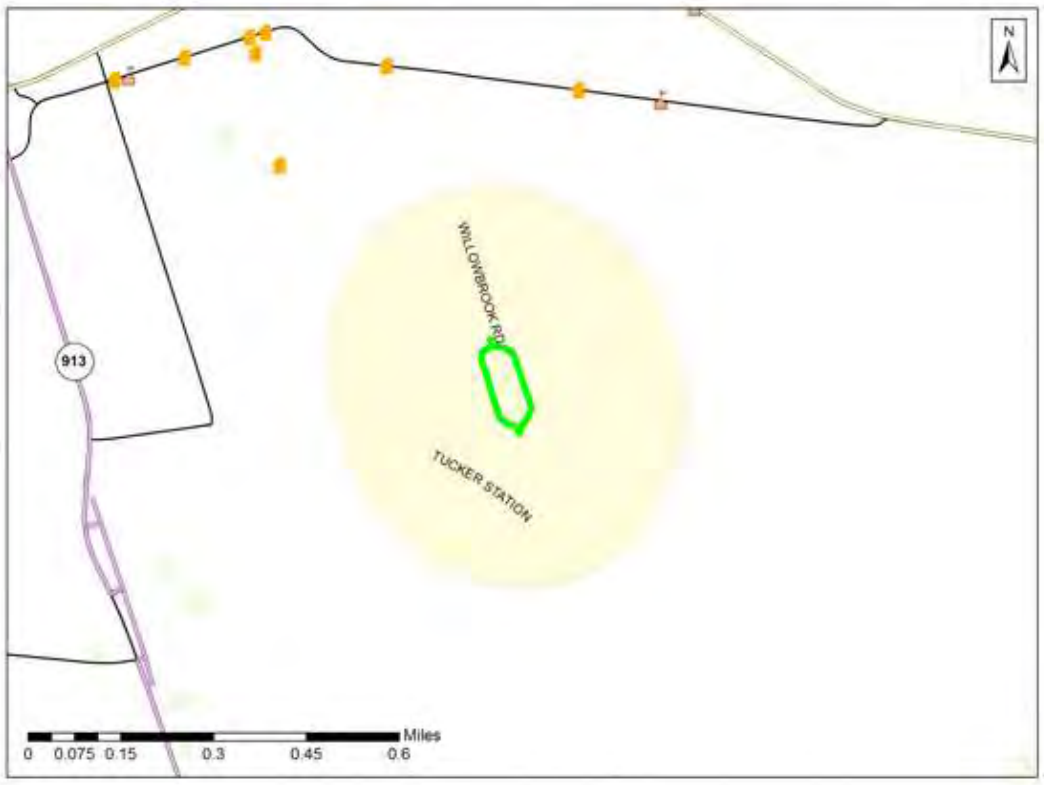
Construction of a multi-use trail in Hardy Brinly Park.

Project Purpose:

Project will provide bicycle and pedestrian access connecting neighborhoods and adjacent cities.

Contact Agency: Woodland Hills
County/Counties: Jefferson
Project Cost: $200,000
Estimated Open to Public Year: 2020
Introduced to the Plan: 7 2013
1/4 Mile Bike/Ped Priority Corridor: ☐
1/4 Mile Freight Corridor: ☐
Bicycle Facility: Project will include a shared use path
Pedestrian Facility: Project will include a shared use path

State ID #:
Regional Priority: ☑
Included in AQ Analysis / Regionally Significant: ☐
Supports ITS Architecture: ☐
CMP Candidate: ☐
Title VI Area: ☐



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Louisville (KY-IN) Metropolitan Transportation Plan Amendment Policy

The transportation needs of a community can change; therefore, *Horizon 2035* must have the means to adapt to unforeseen changes. As a means of addressing these changes, an amendment policy for *Horizon 2035* was developed. This policy acknowledges that change in any environment is inevitable and ensures that any amendments will adhere to the intent of the plan. When an amendment to *Horizon 2035* is necessary, the following policy will be observed.

KIPDA staff will inform project sponsors and the members of KIPDA Committees what information is needed to complete an amendment to the metropolitan transportation plan and the time line for submitting the information. Amendments to the metropolitan transportation plan involve the same steps that updates of the entire plan receive. These steps are:

1. Review of the project information for accuracy.
2. Project undergoes review by the Inter-Agency Consultation (IAC) Group to determine if project is exempt or nonexempt in terms of air quality analysis.
3. Air Quality Analysis, if applicable.
4. Congestion Management System (CMP) Review
5. Title VI/Environmental Justice Review
6. Public Review.
7. Transportation Policy Committee (TPC) reviews project information, any public comments submitted and any associated recommendations.
8. TPC takes action on proposed amendment.
9. Air Quality Conformity Determination, if applicable.

Frequent amendments may diminish the intent of planning. In the context of updating the plan, the process of identifying projects is comprehensive; project sponsors are afforded both the tools and the time to account for long-term transportation needs and wants. This amendment policy ensures that *Horizon 2035* will retain integrity between updates.

Amendments should be submitted by sponsors only after considerable thought and coordination are given to the following:

- Identifying needs and wants;
- Conducting review and analysis relative to planning concepts defined by the Transportation Policy Committee as well as Federal regulation and planning factors;
- Reviewing projects relative to the Regional Priorities;
- Gaining an understanding of the cumulative impacts of projects; and
- Following deliberate and extensive opportunities for the public to comment on projects and the metropolitan transportation plan as a whole.

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Appendix A: Contact Information

I have questions about…	Who to Contact	Email Address
Air Quality	Randy Simon KIPDA	Randy.simon@ky.gov
Census & Demographic Data	Lori Kelsey KIPDA	Lori.kelsey@ky.gov
Freight	Lori Kelsey KIPDA	Lori.kelsey@ky.gov
Geographic Information	Adam Forseth KIPDA	Adam.forseth@ky.gov
Meeting Dates & Times	Ashley Davidson KIPDA	Ashley.davidson@ky.gov
Modeling	Andy Rush KIPDA	Andy.rush@ky.gov
Project-Specific Information	The project's sponsor. If you are unsure of the project's sponsor, please email KIPDA at kipda.trans@ky.gov or call 502-266-6084.	
Public Outreach & Involvement	Ashley Davidson KIPDA	Ashley.davidson@ky.gov
Rural Transportation Planning	Randall Embry KIPDA	Randall.embry@ky.gov
The Metropolitan Transportation Plan	David C. Burton KIPDA	David.burton@ky.gov
The Transportation Improvement Program	Mary Hauber KIPDA	Marylou.hauber@ky.gov
The Unified Planning Work Program	Larry Chaney KIPDA	Larry.chaney@ky.gov
Traffic Counts	Randy Simon KIPDA	Randy.simon@ky.gov
Transit	Larry Chaney KIPDA	Larry.chaney@ky.gov

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Appendix B: Glossary

A

AASHTO **American Association of State Highway and Transportation Officials**

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

ADA **Americans with Disabilities Act of 1990**

A Federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

ADD **Area Development District**

Fifteen regional planning agencies mandated by Kentucky legislation. The fifteen ADDs in Kentucky are the regional planning agencies through which various federal and state programs are administrated. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

ADT **Average Daily Traffic**

An average daily traffic figure for a 24-hour period based on actual traffic counts and factored to account for seasonal variations.

AMPO **Association of Metropolitan Planning Organizations**

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

APTA **American Public Transit Association**

The American Public Transportation Association (APTA) is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety percent of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing, and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of APTA.

Apportionment

A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed funding formulas in the law and consists of dividing authorized obligation authority for a specific program among the states.

Area Source

Small stationary and non-transportation pollution sources that are too small/numerous to be included as point sources, but collectively may contribute significantly to air pollution (i.e., dry cleaners).

Arterial

A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Attainment Area

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an attainment area for one pollutant and a

nonattainment area for others. Nonattainment areas are areas considered not to have met these standards for designated pollutants.

B

Bicycle
A vehicle having two tandem wheels, propelled solely by human power, upon which any person or persons may ride.

Bicycle Facilities/Amenities
A general term denoting provisions made to accommodate or encourage bicycling, including parking facilities, shared roadways, bikeways, etc.

Bicycle Lane (Bike Lane)
A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

Bicycle Route (Bike Route)
A segment of a system of bikeways designated by the jurisdiction having the authority with appropriate directional and informational markers, with or without a specific bicycle route number. See also signed, shared roadway.

Bikeway
A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Budget Authority
Empowerment by Congress that allows Federal agencies to incur obligations or spend or lend money. This empowerment is generally in the form of appropriations; however, for the major highway program categories, it is in the form of "contract authority."

C

CAA **Clean Air Act**
Originally passed in 1970 to improve air quality in America to assure basic health conditions for all. The CAA was amended in 1990 (often referred to as the CAAA) and imposes requirements for State Implementation Plans to improve air quality.

CBD **Central Business District**
That portion of a city which serves as the primary activity center. Its land use is characterized by intense business activity that serves as a destination for a significant number of daily work trips.

CMAQ **Congestion Mitigation and Air Quality Funds**
A categorical funding program created with ISTEA and continued under TEA-21 and SAFETEA-LU. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

CMP **Congestion Management Process**
The Congestion Management Process (CMP), which has evolved from what was previously known as the Congestion Management System (CMS), is a systematic approach, collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs) – urbanized areas with a population over 200,000, or any area where

designation as a TMA has been requested. Although the CMP is not required in non-TMAs, the CMP represents the state-of-the-practice in addressing congestion, and should be considered in metropolitan areas that are facing current and future congestion challenges.

Collector
A roadway linking traffic on local roads to the arterial road network.

Conformity
Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The Clean Air Act defines the conformity process.

Coordinated Public Transit Human Services Transportation Plan
Federal Transit Law, as amended by SAFETEA-LU, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

Corridor Analysis
Corridor Analysis refers to the study of a transportation corridor or pathway that generally follows an arterial, transit route, or rail line. The study examines the population and trip needs served by the corridor and potential types of transportation solutions to serve the corridor.

D

Designated Lead Agency
Under the JARC and New Freedom program, the chief executive officer of each State (generally, the Governor) or an official designee must designate a public entity to be the recipient of JARC and New Freedom funds. In urbanized areas with less than 200,000 in population and in non-urbanized areas, a State agency designated by the governor (usually the State Department of Transportation) is the designated recipient. In urbanized areas over 200,000 in population, the chief executive officer of the State must select a designated recipient in consultation with responsible local officials, and public transit providers in the urbanized area. The designated recipient is responsible for conducting the competitive selection process for JARC and New Freedom funds, applying to FTA for funding, passing through funds to sub-recipients, and monitoring sub-recipient activities (see FTA's JARC and New Freedom circular for a complete description of the role of the designated recipient).

E

EIS **Environmental Impact Statement**
Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. This acronym is also added to in order to describe the current status of the EIS (i.e., FEIS: Final Environmental Impact Statement and DEIS: Draft Environmental Impact Statement).

EJ **Environmental Justice**
Environmental Justice; a term used to encapsulate the requirements of Federal Executive Order 12898 which states, in part, that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations“ and hence to

ensure equal environmental protection to all groups potentially impacted by a transportation development project.

EPA **Environmental Protection Agency**
The Federal regulatory agency responsible for administering and the enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Emissions Budget
The part of the State Implementation Plan (SIP) that identifies the allowable emissions levels, mandated by the National Ambient Air Quality Standards (NAAQS), for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstrations.

F

FHWA **Federal Highway Administration**
A Division of the United Stated Department of Transportation (USDOT) responsible for funding highway planning and programs.

FTA **Federal Transit Administration**
A Division of the United States Department of Transportation (USDOT) responsible for funding transit planning and programs.

Functional Classification
A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.

G

GIS **Geographic Information System**
A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data, often used for analysis and review.

H

HOV **High Occupancy Vehicle**
A motor vehicle carrying at least two or more occupants including the driver. An HOV could be a transit bus, vanpool, or any other vehicle that meets the minimum occupancy requirements, usually expressed as two or more, or three or more, etc., persons per vehicle.

I

INDOT **Indiana Department of Transportation**
INDOT is the state agency responsible for transportation funding, planning and programs at the statewide level.

ISTEA **Intermodal Surface Transportation Efficiency Act of 1991**
Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

ITS **Intelligent Transportation Systems**

Use of computer and communications technology to facilitate the flow of information between travelers and system operators. Includes concepts such as "freeway management systems," "automated fare collection," and "transit information kiosks."

Intermodal

The ability to connect and the connections between modes of transportation.

Interstates

Interstates (I-64, I-65, I-264, et cetera) are designed for interstate travel and high-volume, high-speed, unimpeded traffic flow. They are easily recognized as divided highways utilizing grade separation and accessible only by a system of ramps from arterial roadways.

J

JARC **Job Access Reverse Commute**

The Job Access and Reverse Commute (JARC) program (Federal Section 5316) was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. The JARC program funds transportation projects designed to help low-income individuals access to employment and related activities where existing transit is unavailable, inappropriate, or insufficient. The JARC program also funds reverse commute transit services available to the general public.

K

KYTC **Kentucky Transportation Cabinet**

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L

LOS **Level of Service**

This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and highly congested conditions rated as LOS-F.

Local Roads

Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

Long-Range Statewide Transportation Plan

A federally required long-range transportation plan for a minimum period of twenty years. The federal legislation requires that a plan be developed for at least a twenty year period and must be financially balanced. This document, which was first produced in Kentucky in 1995 and updated in 1999, included both policy and projects. The 2006 Plan is a policy-only plan.

Long Term

In transportation planning, refers to a time span of generally 20 or more years. The transportation plan for metropolitan areas and States should include projections for land use, population, and employment for no shorter than a 20-year period.

M

MPO **Metropolitan Planning Organization**

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville (KY-IN) area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

MSA **Metropolitan Statistical Area**

An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city of at least 50,000 population or an urbanized area of at least 50,000 with a total metropolitan area population of at least 100,000.

Maintenance Area

Any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

Metropolitan Study Area Boundary (Study Area Boundary)

This boundary must enclose at least the existing Urban Area and the contiguous area expected to be urbanized in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program (TIP), other program activities, and the current boundary that recognizes the authority of the Transportation Policy Committee (TPC).

Multimodalism

An emphasis on using multiple modes of transportation.

N

NAAQS **National Ambient Air Quality Standards**

Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the Clean Air Act (CAA).

New Freedom Program

The New Freedom formula grant program (Federal Section 5317) aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Non-Attainment Area

A non-attainment area is one where air quality monitors show that the area exceed the level of toxic emissions (ozone or carbon monoxide) allowed by the EPA. The boundary of the area is determined by the EPA in conjunction with the governor of each state. A geographic region of the United States that the EPA has designated as not meeting the National Ambient Air Quality Standards (NAAQS).

O

P

Pedestrian
A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Poverty Level
The minimum level of money income adequate for families of different sizes, in keeping with American consumption patterns. These levels are determined annually by the U.S. government on the basis of an index originated by the U.S. Social Security Administration and released biennially by the U.S. Census Bureau for states and counties.

Q

R

ROW **Right-of-Way**
A ROW is a priority path for the construction and operation of highways, light and heavy rail, railroads, et cetera. The ROW phase of a project is the time period in which land in the right-of-way will be purchased.

S

SAFETEA-LU **Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users**
On August 10, 2005, President Bush signed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), providing $286.4 billion in guaranteed funding for federal surface transportation programs over five years through FY 2009, including $52.6 billion for federal transit programs – a 46% increase over transit funding guaranteed in TEA-21.

Shared Use Path
A pathway physically separated from motor vehicle traffic and is shared in use by bicyclists and pedestrians. Generally, shared use paths serve corridors not served by streets and highways so as to minimize potential conflicts with cross-street traffic.

Signed, Shared Roadway
A segment of roadway designated as a bike route that either provides continuity to other existing bicycle facilities or that designates a preferred route through a particular area.

SIP **State Implementation Plan**
A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

STIP **State Transportation Improvement Program**
A short-term transportation planning document covering at least a three-year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the four years. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

STP **Surface Transportation Program**
A categorical funding program created in ISTEA and retained in the Transportation Equity Act for the 21st Century (TEA-21). Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration, and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and safety.

SUA **Small Urban Area**

Small Urban Area; population centers of between 5,000 and 50,000 persons.

SYP **Six Year Highway Plan**

A short-range plan of transportation projects to be implemented by phase and funding levels for a six-year period in Kentucky. This plan is mandated by Kentucky Legislation and is updated and approved by the Kentucky Legislature every two years.

T

TAZ **Transportation Analysis Zone**

An area defined by a Metropolitan Planning Organization (MPO) for tabulating transportation statistics from the census. A TAZ may be as small as a Census block, may combine several Census Blocks, or its boundaries may cut through Census blocks due to physical barriers to travel.

TCM **Transportation Control Measure**

Actions to adjust traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, ridesharing, telecommuting, etc. Such actions may be included in the State Implementation Plan (SIP) if needed to demonstrate attainment for National Ambient Air Quality Standards (NAAQS).

TDM **Transportation Demand Management**

The operation and coordination of various transportation system programs to provide the efficient and effective use of existing transportation services and facilities. TDM is a category of traffic system management actions.

TE **Transportation Enhancement Funds**

A federal funding category for projects that add community or environmental value to any active or completed transportation project. For instance, sidewalk, landscaping and bikeway projects are some of the ways in which a roadway could be enhanced.

TEA-21 **Transportation Equity Act of the 21st Century**

A law enacted in 1998, TEA-21 authorized federal funding for transportation investment for the time period spanning fiscal year 1998 to fiscal year 2003. Approximately $218 billion in funding was authorized, the largest amount in history, and is used for highway, transit, and other surface transportation programs.

TIP **Transportation Improvement Program**

A program of transportation projects drawn from, or consistent with the transportation plan and developed pursuant to Tile 23, U.S.C. and the Federal Transit Act. This document is prepared by Metropolitan Planning Organizations (MPOs) listing projects to be funded with FHWA/FTA funds for the next four-year period.

TMA **Transportation Management Area**

Any urbanized area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on a continuing and comprehensive process carried out by the MPO in cooperation with States and transit operators. The TMA boundary affects the responsibility for the selection of transportation projects that receive Federal funds.

TSM **Transportation System Management**

Actions that improve the operation and coordination of transportation services and facilities to effect the most efficient use of the existing transportation system. Actions include operational improvements to the existing transportation system, new facilities, and demand management strategies.

Transportation Plan

A long-range plan that identifies facilities that should function as an integrated transportation system, and developed pursuant to Title 23, U.S.C. and the Federal Transit Act. It gives emphasis to those facilities that serve

important national and regional transportation functions, and includes a financial plan that demonstrates how the long-range plan can be implemented.

Transportation Planning
A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time, and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of twenty years; short-range programming of specific projects usually covers a period of three to five years.

Traffic Volume
Number of vehicles passing a given point over a period of time.

Transportation for Elderly Persons and Persons with Disabilities
This program (Federal Section 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people. Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of Federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

Transportation Study Area/Transportation Planning Area
This federally mandated area includes the Urban Area, the contiguous area expected to become urban in the next twenty years, and the non-attainment area.

Travel Demand Forecasting Model
A computer model that simulates real world conditions that can be used to show the impact of changes in a metropolitan area on the transportation system (such as adding a new road or transit line, or increases in population or employment). Current FHWA and FTA planning regulations require only that the MPO have an analytical process in place for evaluating projects.

U

UA **Urban Area**
The Census Bureau defines "urban" for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, "urban" consists of territory, persons, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the six New England States, New York, and Wisconsin), but excluding the rural portions of "extended cities;" 2.) Census designated places of 2,500 or more persons; and 3.) Other territory, incorporated or unincorporated, included in urbanized areas. Territory, population, and housing units not classified as urban constitute "rural." This boundary is the line of demarcation for rural/ urban functional classification on roadways.

UZA **Census Defined Urbanized Area**
UZA is defined by the Bureau of the Census as being comprised of "… one or more central places/cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons." The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

V

VMT **Vehicle Miles of Travel**

The measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of a trip by the total number of trips. As vehicle miles of travel increase, congestions and auto emissions that degrade air quality may be expected to increase also.

W

X

Y

Z

Appendix C: Additional Funding Documentation

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LOUISVILLE - SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT

Financial Plan – 2014 Interim Update (per TIFIA Requirement)

February 2014

Submitted to:
Federal Highway Administration

Submitted by:
Kentucky Transportation Cabinet
Indiana Department of Transportation

In conjunction with:
Kentucky Public Transportation Infrastructure Authority

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Executive Summary

INTRODUCTION

This document presents a 2014 Interim Update to the Initial Financial Plan (IFP or Plan) for the Louisville-Southern Indiana Ohio River Bridges Project (the Project or the Ohio River Bridges Project), as prepared by the Kentucky Transportation Cabinet in conjunction with the Kentucky Public Transportation Infrastructure Authority. This Interim Update includes the schedule for delivering the Project as of the 2013 Annual Update, cost estimates and expenditure data through State Fiscal Year (SFY) 2013, and updated expenditure information as it relates to the Transportation Infrastructure Finance and Innovation Act loan made to Kentucky to help finance its portion of the Project.

PROJECT OVERVIEW

The Louisville-Southern Indiana Ohio River Bridges Project is a construction and reconstruction project being undertaken to address long-term cross-river transportation needs in the Louisville metropolitan area (LMA). The Project has been developed over more than 40 years in recognition of the need to improve cross-river mobility between Jefferson County, Kentucky and Clark County, Indiana (see Figure ES-1). In September 2003, the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) that identified the preferred alternative in the Final Environmental Impact Statement (FEIS) as two new Ohio River bridge crossings, connected approaches, and the reconstruction of the Kennedy Interchange.

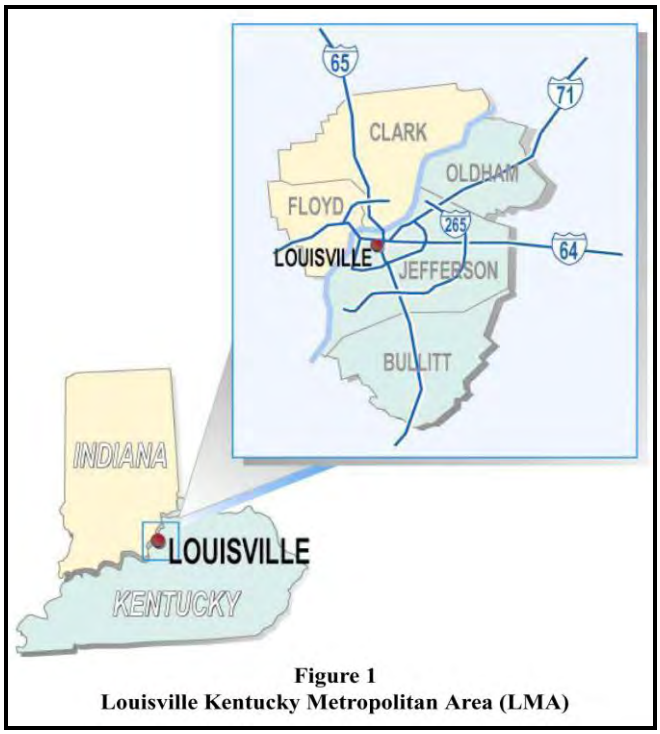


Figure ES-1. Louisville Kentucky Metropolitan Area

The 2012 Supplemental Environmental Impact Statement (SEIS) modified the preferred alternative to introduce tolling to the Project and to achieve substantial cost savings, yet still includes the two new Ohio River bridge crossings, connected approaches, and the reconstruction of the Kennedy Interchange. On June 20, 2012, FHWA issued a revised ROD, approving the Modified Selected Alternative approach. This Financial Plan Update is prepared in support of this modified approach.

PROJECT SPONSORS

The Commonwealth of Kentucky and the State of Indiana are collectively the Project Sponsors for the Ohio River Bridges Project. In furtherance of this partnership, each state has taken the lead in financing and overseeing construction of one half of the Project, with Kentucky responsible for financing and constructing the Downtown Crossing, and Indiana responsible for financing and constructing the East End Crossing, as described further below.

PROJECT DETAIL

For procurement purposes, the Project is being implemented as two components, the Downtown Crossing and the East End Crossing, as described below. The sections that comprise the Crossings are shown in Figure ES.2:

Figure ES-2. Project Section Map

Downtown Crossing – being funded, procured, and constructed using Kentucky Transportation Cabinet (KYTC) and Kentucky Public Transportation Infrastructure Authority (KPTIA) processes, and including the following subcomponents:

- **Kennedy Interchange (Section 1) –** reconstructing the Kennedy Interchange in downtown Louisville, at the convergence of I-64, I-65 and I-71.
- **Downtown Bridge (Section 2) –** a new Ohio River bridge located adjacent to and east of the existing I-65 Kennedy Bridge, providing six northbound I-65 lanes**.** The existing John F. Kennedy Bridge will be converted to carry southbound I-65 traffic only.

- **Indiana Downtown Approach (Section 3)** – approximately one mile of reconfigured I-65 and associated ramps north of the Ohio River Downtown Bridges, and including new and improved access to Clarksville and Jeffersonville, Indiana via Court Avenue, 6th Street and 10th Street.

East End Crossing – being funded, procured, and constructed using Indiana Department of Transportation (INDOT) and Indiana Finance Authority (IFA) processes, and including the following subcomponents:

- **East End Kentucky Approach (Section 4) –** approximately four miles of reconstruction and new terrain road on KY 841, including reconstruction of the half diamond interchange at US 42 and KY 841, twin two-lane tunnels under the historic Drumanard property, and a four-lane approach to the new East End Bridge.
- **East End Bridge (Section 5) –** a new four-lane Ohio River bridge with a pedestrian walkway/bikeway that connects the East End Kentucky Approach section with the East End Indiana Approach section.
- **East End Indiana Approach (Section 6) –** construction of a new roadway from the existing SR 265/SR 62/Port Road Interchange to the new East End River Bridge and reconstruction of the SR 62/Port Rd/SR 265 Interchange which provides access to the Indiana Port Authority on the Ohio River and the River Ridge Commerce Center on SR 62.

PROJECT IMPLEMENTATION STATUS

The Project has moved to the full implementation stage, as evidenced by the following actions that have occurred over the last several years:

- In January 2011, Kentucky Governor Steve Beshear, Indiana Governor Mitch Daniels, and Louisville Mayor Greg Fisher announced plans to explore design options to reduce the cost of the Project and speed construction.
- Over the course of 2011, the Louisville and Southern Indiana Bridges Authority (the Bridges Authority) evaluated alternative delivery options for the Project and, in October 2011, identified two options as the most viable: (i) one involving a design-build construction approach, financed with tax-exempt toll revenue bonds and combined with a separate operations and maintenance contract following construction, and (ii) another involving an availability payment public-private partnership (P3) model.
- On December 29, 2011, the two governors and the Bridges Authority announced that the states would use both of the preferred delivery options identified by the Bridges Authority. Kentucky will utilize a design-build contracting approach for procurement of the Downtown Crossing, whereas Indiana will utilize an availability payment P3 approach to deliver the East End Crossing.
- In February 2012, a cost review was completed in conjunction with FHWA, which resulted in a reduced total estimated Project cost of $2.6 billion – a savings of $1.5 billion from previous estimates.
- On March 5, 2012, the governors signed a memorandum of understanding commemorating their agreement regarding the roles and responsibilities of each state in delivering the Project. The same day, both the Bridges Authority and the Kentucky Public Transportation Infrastructure Authority unanimously approved the financial plan for the Project.

- On March 8, 2012, KYTC issued a Request for Qualifications (RFQ) to teams interested in providing design-build services for the Downtown Crossing and on March 9, 2012, IFA and INDOT issued an RFQ for a Developer to design, build, and finance the East End Crossing and operate and maintain portions thereof.
- On June 20, 2012, FHWA issued a revised ROD, approving the Modified Selected Alternative approach.
- On July 19, 2012, FHWA accepted the Section 129 Toll Agreement for the Project.
- On August 1, 2012, FHWA approved the financing, management, and tolling plans for the Project.
- On August 30, 2012, a groundbreaking ceremony was held at Old Salem Road, which will be the first exit on the Indiana side of the East End Crossing.
- On October 16, 2012, KYTC and IFA and INDOT finalized a Bi-state Development Agreement to govern the construction, financing, and management of the Project.
- On November 16, 2012, IFA announced the Walsh-Vinci-Bilfinger team (WVB) as the selected proposer for the P3 contract.
- On December 7, 2012, KYTC formally selected the Walsh Construction Company (Walsh) to build the Downtown Crossing, proposing a substantial completion date 18 months ahead of schedule and cost savings of approximately $90 million compared to initial cost estimates.
- On December 27, 2012, IFA reached Commercial Close with WVB, whose proposal had a substantial completion date nearly eight months ahead of the required completion date and cost savings of approximately $228 million compared to initial cost estimates. NTP1 was issued at the same time, which allowed WVB to commence design work.
- On December 28, 2012, notice to proceed was issued to Walsh for the Downtown Crossing.
- On January 4, 2013, INDOT and KYTC reached a settlement agreement with the National Trust for Historic Preservation and River Fields, Inc. – agreeing to dismiss the pending lawsuit in exchange for additional commitments to historic preservation and public involvement.
- On March 28, 2013, IFA and INDOT reached Financial Close on the East End Crossing.
- In July 2013, the Kentucky Asset Liability Commission issued $236 million in grant anticipation revenue vehicles (GARVEEs) bonds.
- On September 11, 2013, the Kentucky-Indiana Tolling Body approved initial toll rates for both Crossings.
- On December 12, 2013, KPTIA closed on a $452.2 million loan with the US Department of Transportation (US DOT) through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
- On December 20, 2013, KPTIA closed approximately $275.67 million in toll revenue bonds and $452.2 million in bond anticipation notes (BANs) to complete the LSIORB financing. The BANs will be retired on or before July 1, 2017 when the TIFIA loan proceeds will be drawn.

OVERVIEW OF FINANCIAL PLAN UPDATE

This Interim Financial Plan Update reflects the planned funding and finance strategy by which the Project's currently estimated $2.3 billion cost (in year-of-expenditure dollars, exclusive of financing and interest costs) will be funded through a combination of conventional state and federal transportation program funds and toll-based Project revenues. This cost estimate is approximately $300 million less than that provided in the Initial Financial Plan for the Project.

In the case of Kentucky's design-build contracting approach for the Downtown Crossing, identified funding sources are being leveraged to provide the necessary capital for construction through a combination of Kentucky's commitment of state and federal funding, toll revenue bonds, financing via the TIFIA program, and GARVEE bonds. In the case of Indiana's availability payment P3 approach for the East End Crossing, private sector financing, including private equity and debt (issued via private activity bonds), has been secured by the Developer to support its obligations, and the payments under the availability payment agreement will be met by Indiana's commitments of state and federal funding and its share of the toll-based revenues from the Project. As of the end of SFY2013 (June 30, 2013), the most recent Annual Update for the Project, the states expended approximately $643.3 million collectively for the Project (exclusive of financing and interest costs).

The Project Sponsors have developed a financial plan that recognizes the limitations on conventional state and federal transportation funding and finds the right balance of funding alternatives to meet the following goals:

- Ensuring that cost sharing arrangements are equitable and the states' financial obligations to the Project are manageable;
- Ensuring that the Project delivers value to the states, taxpayers, project partners, and end users through appropriate toll rates and the lowest feasible Project cost;
- Seeking private sector innovation and efficiencies and encouraging design solutions that respond to environmental concerns, permits, and commitments in the Record of Decision;
- Developing the Project in a safe manner that supports congestion management and economic growth for the region;
- Ensuring the Project is constructed within a time period that meets or exceeds final completion target dates;
- Transparently engaging the public and minimizing disruptions to existing traffic, local businesses, and local communities; and
- Delivering a Project that is a self-sustaining, integrated cross-river mobility solution for future generations.

The alternative delivery methods selected by the states have had a strong impact on reducing Project costs and enhancing the overall Project finance strategy. A portion of these cost savings were reflected in the IFP and significantly improved upon in the 2013 Annual Update, based on actual construction and project delivery bids received.

FINANCIAL PLAN UPDATE ORGANIZATION

This document demonstrates the states' continued commitment to completing the Ohio River Bridges Project and to sound financial planning, as required by Section 106 of Title 23 and modified by Section 1305 (b) of the Transportation Equity Act for the 21st Century (TEA-21) and Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and further amended by Section 1503(a)(4) of Moving Ahead for Progress in the 21st Century (MAP-21). This document addresses the following requirements:

- **Chapter 1. Introduction** – This chapter provides an overview of the Project by section, describes the management plan, and provides a history of the Project to date, including a review of the status of all ongoing activities.
- **Chapter 2. Project Cost Estimate** – This chapter provides a detailed overview of Project costs and changes since the IFP was developed. It also summarizes the costs incurred as of the 2013 Annual Update and provides detail on key cost-related assumptions.
- **Chapter 3. Implementation Plan** – This chapter provides information on the schedule for completing the Project, as of the 2013 Annual Update, including information regarding the assignment of responsibilities and a summary of the status of necessary permits and approvals.
- **Chapter 4. Financing and Revenue** – This chapter describes the plan of finance for the Project, including both the sources of funds and financing methods, and provides updates from the IFP and the 2013 Annual Update to reflect developments in completing the financing for the Project.
- **Chapter 5. Project Cash Flow** – This chapter provides an annual construction cash flow schedule for the Project and an updated overview of the planned sources and uses of funds. This chapter also addresses the estimated long-term operations and maintenance costs of the Project and how these costs will be managed.
- **Chapter 6. Risk Identification and Other Factors** – This chapter identifies continued risks that could affect the Project and, in particular, the Project's Financial Plan. This chapter also provides mitigation strategies to manage such risks and addresses the anticipated impact of the Project on each state's transportation program, budgets, and other projects.
- **Chapter 7**. **Cost and Revenue History** – This chapter reviews the cost and schedule history for the Project as well as the revenue history between the IFP and the 2013 Annual Update.
- **Chapter 8**. **Cost and Revenue Trends** – This chapter reviews key trends in Project costs and revenue and addresses the future implications of these trends for the Project.
- **Chapter 9**. **Revenue Shortfall Mitigation** – This chapter addresses any necessary mitigation steps for actual or anticipated shortfalls in Project revenues.
- **Chapter 10**. **Significant Cost Reductions** – This chapter reviews significant cost reductions for the Project between the IFP and the 2013 Annual Update.
- **Chapter 11**. **Significant Cost Increases** – This chapter reviews significant cost increases for the Project between the IFP and the 2013 Annual Update.

- **TIFIA Addendum.** This addendum provides updated information for the TIFIA loan provided to KPTIA for the benefit of the Project subsequent to the issuance of the 2013 Annual Update.

The effective date for the primary cost and funding information in this Interim Update remains June 30, 2013. The effective date for the TIFIA related information throughout the document and in the TIFIA Addendum is December 31, 2013. Future annual updates will continue to be prepared on the prior schedule and submitted to FHWA for approval within 90 days of the effective date, or by September 30 each year.

Chapter 1. Introduction

INTRODUCTION

This document presents a 2014 Interim Update to the Initial Financial Plan (IFP or Financial Plan) for the Louisville-Southern Indiana Ohio River Bridges Project (the Project or the Ohio River Bridges Project), as prepared by the Kentucky Transportation Cabinet in conjunction with the Kentucky Public Transportation Infrastructure Authority. This Interim Update includes schedule for delivering the Project as of the 2013 Annual Update, cost estimates and expenditure data through State Fiscal Year (SFY) 2013 (June 30, 2013), and updated expenditure information as it relates to the Transportation Infrastructure Finance and Innovation Act loan made to Kentucky to help finance its portion of the Project. This Interim Update has been prepared generally in accordance with FHWA's Financial Plans Guidance, including the January 2007 *Financial Plans Guidance and additional Interim Guidance issued by FHWA September 24, 2012 to reflect several MAP-21 provisions.*

PROJECT OVERVIEW

The Louisville-Southern Indiana Ohio River Bridges Project is a construction and reconstruction project being undertaken to address long-term cross-river transportation needs in the Louisville metropolitan area (LMA). The Project was developed over more than a 40-year period (see *Project History* below), in recognition of the need to improve cross-river mobility between Jefferson County, Kentucky and Clark County, Indiana (*see Figure 1-1)*. In September 2003, FHWA issued a Record of Decision (ROD) confirming the selected alternative identified in the Final Environmental Impact Statement (FEIS) consisting of two new Ohio River bridge crossings and the reconstruction of the Kennedy Interchange.

Figure 1-1. Louisville Kentucky Metropolitan Area

The 2012 Supplemental Environmental Impact Statement (SEIS) modified the preferred alternative to introduce tolling to the Project and achieve substantial cost savings, yet still includes the two new Ohio River bridge crossings, connected approaches, and the reconstruction of the Kennedy Interchange. On June 20, 2012, FHWA issued a revised ROD, approving the Modified Selected Alternative approach.

PROJECT SPONSORS

The Commonwealth of Kentucky and the State of Indiana are collectively the Project Sponsors for the Ohio River Bridges Project. In furtherance of this partnership, the Governors of Kentucky and Indiana determined that each state would take the lead in financing and overseeing construction of one half of the Project, with Kentucky responsible for financing and constructing the Downtown Crossing, and Indiana responsible for financing and constructing the East End Crossing.

PROJECT DETAIL

For procurement purposes, the Project is being implemented in two components, the Downtown Crossing and the East End Crossing, as described below (the sections that comprise the Crossings are shown in Figure 1-2):

- **Downtown Crossing** – being funded, procured, and constructed using Kentucky Transportation Cabinet (KYTC) and Kentucky Public Transportation Infrastructure Authority (KPTIA) processes.

- **East End Crossing** – being funded, procured, and constructed using Indiana Department of Transportation (INDOT) and Indiana Finance Authority (IFA) processes.

Figure 1-2. Project Section Map

Downtown Crossing – Key aspects of the Downtown Crossing component of the Project are described further below.

The Kennedy Interchange (Section 1) – The Kennedy Interchange operates interdependently with the Kennedy Bridge and is the convergence of Interstates 64, 65, and 71 in downtown Louisville, commonly known as "Spaghetti Junction." The modernization of the interchange will eliminate dangerous weaves, provide sufficient capacity to meet the rush hour demands, add emergency pull-off areas and soften the curves throughout the interchange to improve safety and meet drivers' expectations. Its improvements include:

- Reconfiguration of I-64, I-65, and I-71 movements to the additional lanes provided by the new northbound I-65 Downtown Bridge and the rehabilitated (for southbound I-65) existing Kennedy Bridge;
- Elimination of the current traffic weaving movements from I-64 westbound and I-71 southbound to I-65;
- Elimination of the current traffic weaving movements from I-65 to I-64 eastbound and I-71 northbound;
- Introduction of "Collector-Distributor (CD) Road" systems on I-65 between I-64 and the Liberty Street interchange;
- Reconstruction of all bridges in the interchange; and
- Introduction of a "Flyover Ramp" for the Story Avenue entrance ramp movement to I-65.

The Downtown Bridge (Section 2) – The new Downtown Bridge crossing of I-65 between downtown Louisville, Kentucky and Jeffersonville, Indiana will be configured to carry northbound I-65 traffic across the river. The newly constructed bridge will extend from the northern end of the Kennedy Interchange from the south in Kentucky to the newly constructed approach spans in Indiana. The new main structure will be a three tower cable-stayed bridge.

The new bridge and approach structures will cross both Waterfront Park in Kentucky and Riverfront Park in Indiana and, on the latter side, will be adjacent to the Old Jeffersonville Historic District. This new northbound structure will be located just upstream and nearly parallel to the existing Kennedy Bridge and will carry six 12-foot lanes and two 12-foot shoulders. Northbound approach spans will flank both sides of the main cable-stayed bridge. To the south, the cable-stayed bridge connects with new approach spans that are a part of the new Kennedy Interchange. To the north, approach spans will be constructed over the river flood wall and local streets in Jeffersonville.

The Downtown Bridge will revitalize downtown Louisville and alleviate what is fast-becoming a drain on the economic vitality of the Louisville-Southern Indiana region and a barrier to Interstate travel.

The existing I-65 Kennedy Bridge will be re-decked and will have structural improvements made to it. The existing Indiana bridge approaches to the Kennedy Bridge will be replaced. The Kennedy Bridge will be reconfigured to

serve southbound traffic and carry six 12-foot travel lanes and two 9.5-foot shoulders. The reconfigured deck of the Kennedy Bridge will tie into the newly-constructed Kennedy Interchange to the south.

The Indiana Approach to the Downtown Bridge (Section 3) – Changes to I-65 in southern Indiana will include reconstruction of the facility to accept the additional capacity provided by the new Downtown Bridge, modernizing a collector-distributor road system to improve ingress and egress from Clarksville and Jeffersonville, Indiana, and improving connections between these two communities that have been separated since the Interstate was originally built through this area. Thus, the Indiana approaches to the Downtown Bridge include the realignment and widening of southbound I-65 to the current Kennedy Bridge and the construction of a new segment of northbound I-65 from the new Downtown Bridge. The Indiana approach improvements extend from West Market Street northward to approximately 1,250 feet north of Stansifer Avenue / West 14th Street. In addition to the improvements for I-65, improved local access is provided to the City of Jeffersonville and the Town of Clarksville.

In addition, I-65 will be expanded from the existing three lane configuration to four lanes in both the northbound and southbound directions. A new elevated ramp system will connect US 31 at the Clark Memorial (2nd Street) Bridge with I-65, eliminating the at-grade crossing at Court Avenue. Additional access for Clarksville and Jeffersonville will be provided with the opening of 6th Street / South Clark Boulevard under I-65 and added ramps. The collector-distributor ramp system and interchanges with I-65 at Court Avenue, 10th Street and Stansifer Avenue/West 14th Street will also be reconstructed for added capacity and safety.

East End Crossing – Key aspects of the East End Crossing are described further below.

The Kentucky Approach to the East End Bridge (Section 4) – The Kentucky approach includes a four-lane reconstruction and extension of KY 841 from I-71 to the new Ohio River East End Bridge, two lanes in each direction, for a distance of approximately 3.4 miles. This includes reconstruction of the two-lane section of KY 841 between I-71 and US 42 to four lanes, an approximately 1,800-foot long tunnel beneath US 42 and the historic Drumanard Estate, with two tunnel bores, each carrying two lanes with shoulders, one for northbound, one for southbound, and then continuing with four-lanes continuing northwesterly across Harrods Creek, River Road and Transylvania Beach Road to the proposed East End Bridge.

East End Bridge (Section 5) – The East End Bridge section is comprised of construction of an approximately 2,500 foot long 4-lane bridge (which can accommodate 6 lanes) over the Ohio River with a 13-foot wide pedestrian and bicycle pathway on the southwesterly side of the bridge.

The East End Bridge will provide critical transportation choices, reduce travel times and distances, and ensure cross-river mobility for local residents and through-travelers alike.

The Indiana Approach to the East End Bridge (Section 6) – The Indiana approach comprises a four-lane extension of SR 265 from SR 62 to the new East End Bridge, two lanes in each direction, a distance of approximately 4.1 miles. This includes reconstruction of the SR 265/SR 62/Port Road interchange and construction of a full-diamond interchange at an extension of Old Salem Road.

PROJECT HISTORY

The inception of the Ohio River Bridges Project occurred nearly 50 years ago as part of the development of a regional transportation planning process. Below is a chronology of the most recent major Project milestones. The IFP for the Project includes a full chronology of Project history.

- **2003**

  The Federal Highway Administration issued a Record of Decision selecting the preferred alternative as a Two Bridges/Highway Alternative, with the specific elements selected in the Far East and Downtown corridors, as well as the Kennedy Interchange Reconstruction option.

- **2008**

  The Federal Highway Administration approved an Initial Financial Plan for the Project based on its configuration at the time.

- **2010**

  The Bridges Authority was established pursuant to Kentucky Revised Statutes Section 175B.030. Indiana Governor Mitch Daniels issued an Executive Order in December 2009 authorizing Indiana's participation in the Authority, and its formation was ratified by the Kentucky General Assembly in late March 2010, as required by the enabling statute.

- **2011**

  On January 2011, Kentucky Governor Steve Beshear, Indiana Governor Mitch Daniels, and Louisville Mayor Greg Fisher announced plans to explore design options to reduce the cost of the Project and speed construction.

  Over the course of 2011, the Bridges Authority evaluated various alternative delivery options for the Project and, at its October 2011 meeting, identified two options as the most viable: (i) one involving a design-build construction approach, financed with tax-exempt toll revenue bonds and combined with a separate operations and maintenance contract following construction, and (ii) another involving an availability payment public-private partnership (P3) model.

  On December 29, 2011, the two governors and the Bridges Authority announced that, under an agreement in principle reached among them, the states would use both of the preferred delivery options identified by the Bridges Authority. Under this approach, each state would take the lead in financing and overseeing construction of one half of the Project, with Kentucky being responsible for financing and constructing the Downtown portion, and Indiana being responsible for financing and constructing the East End portion.

- **2012**

  In February 2012, a cost review was completed in conjunction with FHWA, which resulted in a reduced total Project cost of $2.6 billion – a savings of $1.5 billion from previous estimates.

On March 5, 2012, the governors signed a memorandum of understanding commemorating their agreement regarding the roles and responsibilities of each state in delivering the Project. The same day, both the Bridges Authority and the Kentucky Public Transportation Infrastructure Authority unanimously approved the financial plan for the Project.

On June 20, 2012, FHWA issued a revised ROD, approving the Modified Selected Alternative approach.

On July 19, 2012, FHWA accepted the Section 129 Toll Agreement for the Project and an agreement will be entered into among the states and FHWA.

On August 1, 2012, FHWA approved the financing, management, and tolling plans for the Project.

On August 30, 2012, a groundbreaking ceremony was held at Old Salem Road, which will be the first exit on the Indiana side of the East End Crossing.

On October 16, 2012, KYTC and IFA and INDOT finalized the Bi-State Development Agreement to govern the construction, financing, and management of the Project.

On December 7, 2012, KYTC formally awarded the Downtown Crossing to the Walsh Construction Company (Walsh) to build the Downtown Crossing. Walsh is proposing a substantial completion date 18 months ahead of schedule and cost savings of approximately $90 million compared to initial cost estimates.

On December 27, 2012, IFA and INDOT reached Commercial Close with the Walsh – Vinci- Bilfinger (WVB) East End Partners Team, proposing a substantial completion date nearly eight months ahead of schedule and cost savings of approximately $228 million compared to initial cost estimates.

On December 28, 2012, KYTC issued a notice to proceed to Walsh for the Downtown Crossing.

- **2013**

  On January 4, 2013, INDOT and KYTC reached a settlement agreement with the National Trust for Historic Preservation and River Fields, Inc., agreeing to dismiss a lawsuit in exchange for additional commitments to historic preservation and public involvement.

  On March 28, 2013, IFA reached Financial Close on the P3 contract with WVB for the East End Crossing.

  On May 14, 2013, IFA issued NTP2 to WVB, allowing WVB to commence construction.

  In July 2013, the Kentucky Asset Liability Commission issued $236 million in grant anticipation revenue vehicles (GARVEEs) bonds for the Project.

  On September 11, 2013, the Kentucky-Indiana Tolling Body approved initial toll rates for both crossings.

  On December 12, 2013, KPTIA closed on a $452.2 million loan with the US Department of Transportation (US DOT) through the TIFIA program.

On December 20, 2013, KPTIA closed approximately $275.67 million in toll revenue bonds and $452.2 million in bond anticipation notes (BANs) to complete the LSIORB financing. The BANs will be retired on or before July 1, 2017 when the TIFIA loan proceeds will be drawn.

PROJECT MANAGEMENT AND OVERSIGHT

The Commonwealth of Kentucky and the State of Indiana are collectively the Project Sponsors for the Ohio River Bridges Project. Working closely together, the states are implementing the Project through the Kentucky Transportation Cabinet and the Kentucky Public Transportation Infrastructure Authority with respect to the Downtown Crossing and the Indiana Department of Transportation and the Indiana Finance Authority with respect to the East End Crossing.

Following is additional detail on the roles and responsibilities of various parties.

- **Bi-State Management Team**
  Overall project management is performed by the Bi-State Management Team (BSMT), comprised of representatives from KYTC, INDOT, and FHWA as a non-voting, ex-officio member.

- **Joint Board**
  The Joint Board acts as the appeal authority for conflict resolution for the Bi-State Management Team. Members include the Secretary of the Kentucky Transportation Cabinet, the Chairman of KPTIA, the Commissioner of the Indiana Department of Transportation, and the Public Finance Director of the State of Indiana.

- **KYTC and KPTIA**
  KYTC and KPTIA, supported by their Technical Team (described below), will be responsible for all aspects of the Downtown Crossing contract(s). KYTC also provides a liaison and advisory support to INDOT and IFA for their successful completion of the East End Crossing contract(s).

- **INDOT and IFA**
  INDOT and IFA, supported by their Technical Team (described below), will be responsible for all aspects of the East End Crossing contract(s). INDOT also provides a liaison and advisory support to KYTC for its successful completion of the Downtown Crossing contract(s).

- **General Engineering Consultant**
  The General Engineering Consultant (GEC) will serve as requested and authorized by the BSMT.

- **Technical Teams**
  Each state has procured consultant Technical Teams to assist their staff with contract administration and oversight of their respective alternative delivery contracts. The Technical Teams supplement and assist state personnel with design review, contract administration, construction inspection, and quality control and quality assurance activities. Each state has appointed a representative to serve on the other state's Technical Team in order to assist in

the review and development of those portions of the Project (Sections 3 and 4) that are to be constructed within the jurisdiction of the appointing state.

- **Downtown Crossing Design-Builder**

  On December 28, 2012, KYTC formally selected Walsh Construction to build the Downtown Crossing.

- **East End Crossing Developer**

  On December 27, 2012, IFA reached Commercial Close with WVB East End Partners, a consortium of Walsh Construction, Vinci Concessions, and Bilfinger Berger PI International, to construct the East End Crossing. IFA and INDOT elected to let separate construction contracts under INDOT's authority for the Salem Road alignment and for the majority of tree clearing and structure demolition for the East End Crossing.

- **Toll System Integrator**

  As set forth in the Bi-State Development Agreement, Kentucky and Indiana will jointly contract with a Toll System Integrator/Operator to design, develop, integrate, deliver, install, and test the electronic toll collection system for the Downtown Crossing and the East End Crossing; and following completion, to operate, maintain, repair and manage the electronic toll collection system for both crossings. The Toll System Integrator and Operator may be the same entity, or different entities, as determined by Kentucky and Indiana.

- **Section Design Consultants**

  Six Section Design Consultants (SDCs) were responsible for preliminary design, right of way, and utility engineering, including plan development, environmental investigations, preliminary permitting, and environmental mitigation required by the ROD. The SDCs were selected after issuance of the original ROD in 2004 and worked up to the start of the procurement process for the two major alternative delivery contracts. Four of the six SDCs continue to provide assistance in support of the procurements and will complete their work when the procurements are completed.

- **Standing Advisory Teams**

  There are several standing advisory teams with specific historical and environmental functions that also serve as information outlets. These include a Bi-State Historic Consultation Team, two Historic Preservation Advisory Teams, four Area Advisory Teams, and a Regional Advisory Committee. These advisory teams have varying duties which include providing recommendations to the BSMT during development of contract provisions regarding design of the Project; providing feedback on plans with the specific needs of their communities in mind as well as the region at large.

- **Ombudsmen**

  Two Project Ombudsmen are responsible for communicating with the public and investigating reported problems on all aspects of the Project during the development and delivery of the Project. The Ombudsmen report recommendations, complaints and their findings to the BSMT. The Ombudsmen provide responses of any findings, decisions or resolutions.

- **Louisville and Southern Indiana Bridges Authority**

  The Bridges Authority will continue to satisfy any obligations it has with respect to the Project pursuant to Kentucky Revised Statutes Section 175B and any responsibilities it may have under the Bi-State Development Agreement.

Chapter 2. Project Cost Estimate

INTRODUCTION

This chapter provides a detailed description of Project cost elements and cost estimates in year-of-expenditure dollars for each element. This chapter also summarizes the costs incurred since the original Notice of Intent was published in the Federal Register and provides detail on key cost-related assumptions. Project costs discussed in this chapter are limited to direct project expenditures and do not include financing and interest costs associated with the delivery of the Project. These indirect costs are discussed in Chapter 4 and included in the Project cash flows provided in Chapter 5. Estimated costs and expenditures presented in this chapter are current as of the 2013 Financial Plan Update and have not been further updated for this Interim Update, except to the extent that updated TIFIA related information for Kentucky is provided in the TIFIA Addendum and reflected in the updated sources and uses and cash flow in Chapter 5.

CURRENT COST ESTIMATES

The total estimated cost for the Project as of the 2013 Financial Plan Update is $2.34 billion, based on projected year-of-expenditure dollars (i.e., on a cash flow basis in nominal terms and exclusive of financing and interest costs during construction). This cost estimate: (i) reflects updated figures from bids provided by Walsh on the Downtown Crossing and WVB on the East End Crossing and (ii) includes the most current project phasing and anticipated schedule.

The cost estimate of $2.34 billion is lower than the prior year's official cost estimate as presented in the IFP of $2.58 billion. The variance is attributable to a number of factors, including:

- Walsh Construction's proposed completion of the Downtown Crossing 18 months ahead of schedule, and cost savings of approximately $90 million compared to initial cost estimates.
- WVB's proposed completion of the East End Crossing nearly eight months ahead of schedule, and cost savings of approximately $228 million compared to initial cost estimates.
- The inclusion of estimated costs for the toll collection system for both crossings.
- The finalization of negotiated contracts with the states' respective Technical Teams and the GEC provides actual contract dollars as opposed to estimated dollars for oversight and other services.
- The completion of right-of-way (ROW) acquisition provides actual ROW expenditures in place of previously estimated costs.

Table 2-1 provides an overview of Project costs, broken down by project component and section and comparing the 2012 IFP with the 2013 Financial Plan Update. The estimates are presented in year-of-expenditure dollars and incorporate reasonable inflation estimates, as described further below. These costs are exclusive of financing and interest costs for the Project and do not include designated reserve funds.

Table 2-1. Project Cost Estimate – by Project Component and Section

Total Project Costs in Year of Expenditure Dollars (in millions)			
Project Segment	**2012 IFP**	**2013 Update**	**Difference**
Downtown Crossing			
Section 1 - Kennedy Interchange	659.8	586.4	(73.4)
Section 2 - Downtown Bridge	357.8	323.2	(34.5)
Section 3 - Downtown IN Approach	197.7	182.9	(14.8)
Kentucky Other Costs	92.3	176.2	83.9
Total Downtown Crossing	**1,307.6**	**1,268.7**	**(38.9)**
East End Crossing			
Section 4 - KY East End Approach	737.6	500.7	(236.8)
Section 5 - East End Bridge	284.4	247.5	(36.9)
Section 6 - IN East End Approach	196.1	218.7	22.6
Indiana Other Costs	58.2	108.7	50.5
Total East End Crossing	**1,276.3**	**1,075.7**	**(200.6)**
PROJECT TOTAL	**2,583.9**	**2,344.4**	**(239.5)**

(1) Totals may not sum due to rounding.

(2) Other Costs include project-wide costs that are not specific to individual project sections and include such costs as those incurred for historic mitigation and enhancements (not tied to any particular section), project development, general engineering and other professional fees and administrative expenses. Kentucky's share of project-wide costs is shown as part of the Downtown Crossing expenditure and Indiana's share of project-wide costs is shown as part of the East End Crossing expenditure.

(3) Project costs do not include financing and interest costs, addressed in Chapter 4.

INFLATION ASSUMPTIONS AND COST ESTIMATING METHODOLOGY

Inflation Assumptions

The inflation assumptions used by both states presently are within a range of 2.00 – 2.50 percent, which is representative of the average Midwestern Consumer Price Index (CPI) found over the past twenty years by the Bureau of Labor and Statistics. State costs that are subject to inflation include the General Engineering, Oversight, and Toll System costs, which are approximately $479 million (or 28 percent of the total remaining Project cost of $1,686 million).

Design Build and Developer costs are included as year-of-expenditure figures reflecting contractual commitments and thus no additional inflation assumptions are required for these costs. It also should be noted that Milestone Payments that will be paid by Indiana are fixed contractual amounts and not subject to inflation; however, 20 percent of the Availability

Payments are subject to inflation as measured by the CPI and the remaining 80 percent at a constant 2.50 percent.

Cost Estimating Methodology

Current cost estimates for state expenditures have been developed by the General Engineering Consultant, and the states' technical advisors, in conjunction with the BSMT and FHWA. Cost estimates for the Design-Build Team (DBT) and Developer costs are based on actual bids received and contractual commitments from the selected construction consortia. The cost estimates were developed by breaking down the Project into the six major sections plus an "Other Costs" category and, further, into nine major elements. The updated methodology for each element is further described below.

Table 2-2. Cost Estimating Methodology

Cost Elements
Engineering and Design
Preliminary and final engineering design services. Final engineering is included in the delivery contracts for the Downtown and East End Crossings. The engineering design cost is approximately 10-15 percent of the DBT and Developer's total bid.
Design Program Management
Cost to each state for services of the GEC during the design phase and miscellaneous departmental program management costs. This element is subdivided into two components: Design Program Management INDOT and Design Program Management KYTC to cover each state's share of the GEC costs. Program Management estimates are based on currently negotiated contracts and estimates that cover the currently planned Project schedule.
Construction Administration and Inspection
All construction and program management, administration, and inspection activities during the construction phase of the Project. Construction Administration and Inspection costs in the negotiated contracts with the states technical advisors are based on estimated level of effort and final construction schedule.
Construction
Estimated cost of construction. Construction estimates reflect current prices inflated for year of expenditure utilizing two large alternative delivery contracts, with several smaller specialty contracts throughout the construction period.
Construction Contingency
Contingency to cover additional construction services in the event unforeseen circumstances arise that result in additional cost. With the alternative project delivery type contracts for the East End and Downtown Crossings, all of the pricing and most of the construction have been assigned to the DBT and Developer and are included in their bids. The states have set up reserve accounts to cover the risks they retain.
Utilities

Cost Elements
All public and private project-related utility relocation and new utility construction. Costs include those related to telephone, electric, gas, fiber optics, water, sewer, TV cable, and storm drainage and are all fixed. All of the Downtown Crossing's utility costs were included in the DBT's bid and are now fixed. Indiana retained responsibility for several utility relocations, and has negotiated fixed costs for that work with the utility companies. The balance of the East End Crossing utility work is included in the Developer's bid and is now fixed.
Right of Way Acquisition
Appraisals, administration, management, and acquisition of required right of way. All of the right-of-way required for the Project has been acquired. While fixed as to the dollar amount, right-of-way expenses will continue into SFY 2014.
Enhancements
Various Project-related commitments as identified in the Record of Decision. This includes fixed dollar commitments made for a Minority Historic Rehabilitation Craftsman Training Program, Rehabilitation of Trolley Barn Buildings in West Louisville, TARC enhanced bus service, and various other NEPA commitments.
Historic Mitigation
Implementation of mitigation of sensitive historic properties. This includes costs to date for such items as the acquisition and renovation of the Spring Street Freight House in Indiana and the acquisition and rehabilitation of Rosewell in Kentucky, both of which are now complete. Costs for mitigation at several other historic properties will continue into SFY 2014 and future years.

Figure 2-1 provides a summary breakdown of Project costs by element, in year-of-expenditure dollars and a comparison of the 2012 IFP and 2013 Financial Plan Update.

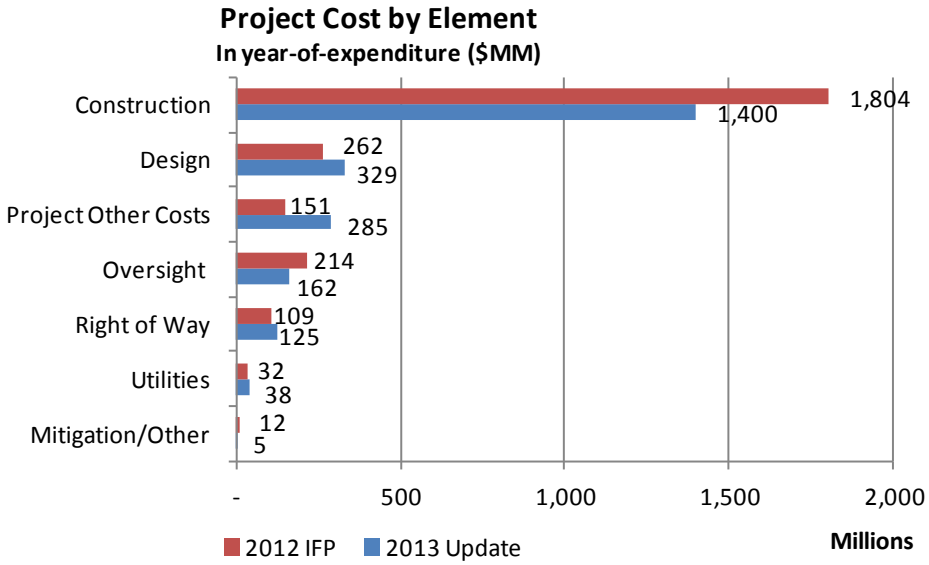


Figure 2-1. Project Cost by Element (exclusive of financing and interest costs)

Tables 2-3a and 2-3b show the breakdown of costs for the Project annually by Project component and section and by state, respectively. As noted above, these costs reflect updated costs by section and by state as of the 2013 Annual Update as well as an accelerated construction timetable relative to the project budget included in the IFP. There also are a few minor updates to prior year budget items, as discussed further in the Project Expenditures section, below. Additional information for Kentucky's portion of the Project as it relates to the TIFIA loan is included in the Addendum to this Interim Update document.

Kentucky is primarily responsible for the costs associated with the Downtown Crossing (Sections 1, 2 and 3) and Indiana for the costs of the East End Crossing (Sections 4, 5 and 6). However, Kentucky continues to pay for right of way for Section 4 and Indiana for right of way for Section 3. Prior to July 2012, Project costs were generally allocated so that Kentucky was responsible for Sections 1 and 4, Indiana was responsible for Sections 3 and 6, and the states split equally the cost of Sections 2 and 5. Therefore, Kentucky's total expenditures will not equal the total cost of the Downtown Crossing and Indiana's total expenditures will not equal the total cost of the East End Crossing.

Table 2-3a. Project Budget by Project Component and Section, Exclusive of Financing and Interest Costs
(Year-of-Expenditure $, millions)

Detailed Budget ($YOE)	Thru 2010	2011	2012	2013	2014	2015	2016	2017	2018/2019	Total
Downtown Crossing										
Section 1	54,389,977	10,598,674	7,937,305	81,101,641	193,309,534	122,507,065	81,266,700	35,248,704	-	586,359,600
Section 2	12,974,022	47,659	1,236,056	42,591,930	116,312,476	75,226,697	52,626,554	22,216,708	-	323,232,102
Section 3	1,177,461	1,621,824	2,426,272	41,918,178	60,695,120	37,928,117	25,929,347	11,201,315	-	182,897,634
Other Costs	50,304,264	4,902,764	7,983,064	39,400,000	23,927,851	16,362,161	13,297,563	12,027,522	8,000,000	176,205,189
Subtotal	**118,845,724**	**17,170,921**	**19,582,697**	**205,011,749**	**394,244,981**	**252,024,040**	**173,120,164**	**80,694,249**	**8,000,000**	**1,268,694,525**
East End Crossing										
Section 4	24,203,119	15,680,827	13,456,048	68,285,247	123,734,680	156,659,822	87,952,961	10,870,212	-	500,742,917
Section 5	12,794,456	2,813,469	2,424,770	29,399,732	45,586,975	87,454,884	56,470,556	10,586,018	-	247,530,858
Section 6	17,600,591	3,294,844	2,568,909	29,764,581	62,149,463	78,611,294	21,495,483	3,173,771	-	218,658,936
Other Costs	19,520,365	2,828,919	7,172,322	30,812,248	14,943,514	9,000,000	10,725,000	10,725,000	3,000,000	108,727,368
Subtotal	**74,118,530**	**24,618,059**	**25,622,049**	**158,261,808**	**246,414,633**	**331,626,000**	**176,644,000**	**35,355,000**	**3,000,000**	**1,075,660,079**
TOTAL	**192,964,254**	**41,788,980**	**45,204,746**	**363,273,557**	**640,659,614**	**583,660,040**	**349,764,164**	**116,049,249**	**11,000,000**	**2,344,354,604**

Table 2-3b. Project Budget by State
(Year-of-Expenditure $, millions)

Detailed Budget ($YOE)	Thru 2010	2011	2012	2013	2014	2015	2016	2017	2018/2019	Total
Full Project										
Kentucky	141,781,599	32,612,829	31,206,830	201,445,849	393,080,723	252,024,040	173,120,164	80,694,249	8,000,000	1,313,966,283
Indiana	51,182,656	9,176,151	13,997,916	161,827,708	247,578,891	331,626,000	176,644,000	35,355,000	3,000,000	1,030,388,321
TOTAL	**192,964,254**	**41,788,980**	**45,204,746**	**363,273,557**	**640,659,614**	**583,650,040**	**349,764,164**	**116,049,249**	**11,000,000**	**2,344,354,604**

PROJECT EXPENDITURES

As shown in Table 2-4, approximately $658.3 million was expended on the Project through the end of SFY 2013. Differences between the 2012 IFP and the 2013 Financial Plan Update within FY2012 are a consequence of estimating anticipated expenditures for the remainder of the year – particularly a series of Right of Way purchases, which were deferred in some cases to FY2013. Differences in future expenditures between the 2012 IFP and the 2013 Update generally are due to construction being accelerated.

Table 2-4. Total Expenditures to Date by State Fiscal Year

(Year-of-Expenditure $, in millions)

SFY	Kentucky			Indiana			Total		
	2012 IFP	2013 Update	Difference	2012 IFP	2013 Update	Difference	2012 IFP	2013 Update	Difference
1998 - 2003	11.1	11.1	-	11.1	11.1	-	22.2	22.2	-
2004	1.0	1.0	-	0.6	0.6	-	1.6	1.6	-
2005	15.1	15.1	-	4.1	4.1	-	19.2	19.2	-
2006	29.3	29.3	-	7.3	7.3	-	36.6	36.6	-
2007	31.1	31.1	-	8.4	8.4	-	39.5	39.5	-
2008	18.7	18.7	-	5.6	5.6	-	24.3	24.3	-
2009	18.1	18.1	-	7.9	7.9	-	26.0	26.0	-
2010	17.4	17.4	-	6.1	6.1	-	23.5	23.5	-
2011	32.6	32.6	-	9.2	9.2	-	41.8	41.8	-
2012	45.8	31.2	(14.6)	12.9	14.0	1.1	58.7	45.2	(13.5)
2013	71.4	201.4	130.1	60.3	161.8	101.6	131.6	363.3	231.6
TOTAL	**291.6**	**407.0**	**115.5**	**133.5**	**236.2**	**102.7**	**425.1**	**643.3**	**218.1**

**Numbers may not sum due to rounding.*
*** Costs are exclusive of financing and interest costs in this time period.*

Table 2-5 provides a summary of the projected future expenditures for the Project, by state fiscal year and based on the year-of-expenditure estimates as of the 2013 Financial Plan Update. It also provides a comparison of the 2012 IFP and 2013 Update. As noted above, changes in future year expenditures relate primarily to the acceleration of construction in the current plan.

Table 2-5. Projected Future Expenditures by State Fiscal Year

(Year-of-Expenditure $, in millions)

SFY	Kentucky			Indiana			Total		
	2012 IFP	2013 Update	Difference	2012 IFP	2013 Update	Difference	2012 IFP	2013 Update	Difference
2014	213.7	393.1	179.3	260.4	247.6	(12.9)	474.2	640.7	166.5
2015	237.2	252.0	14.8	275.0	331.6	56.7	512.1	583.7	71.5
2016	241.5	173.1	(68.4)	276.1	176.6	(99.5)	517.6	349.8	(167.9)
2017	251.1	80.7	(170.4)	284.2	35.4	(248.8)	535.2	116.0	(419.2)
2018	117.2	8.0	(109.2)	2.4	3.0	0.6	119.6	11.0	(108.6)
TOTAL	**1,060.7**	**906.9**	**(153.8)**	**1,098.0**	**794.2**	**(303.8)**	**2,158.8**	**1,701.1**	**(457.6)**

**Numbers may not sum due to rounding.*

*** Costs are exclusive of financing and interest costs in this time period.*

Figures 2-2 and 2-3 show updated historic and future Project expenditures by section, exclusive of financing and interest costs.

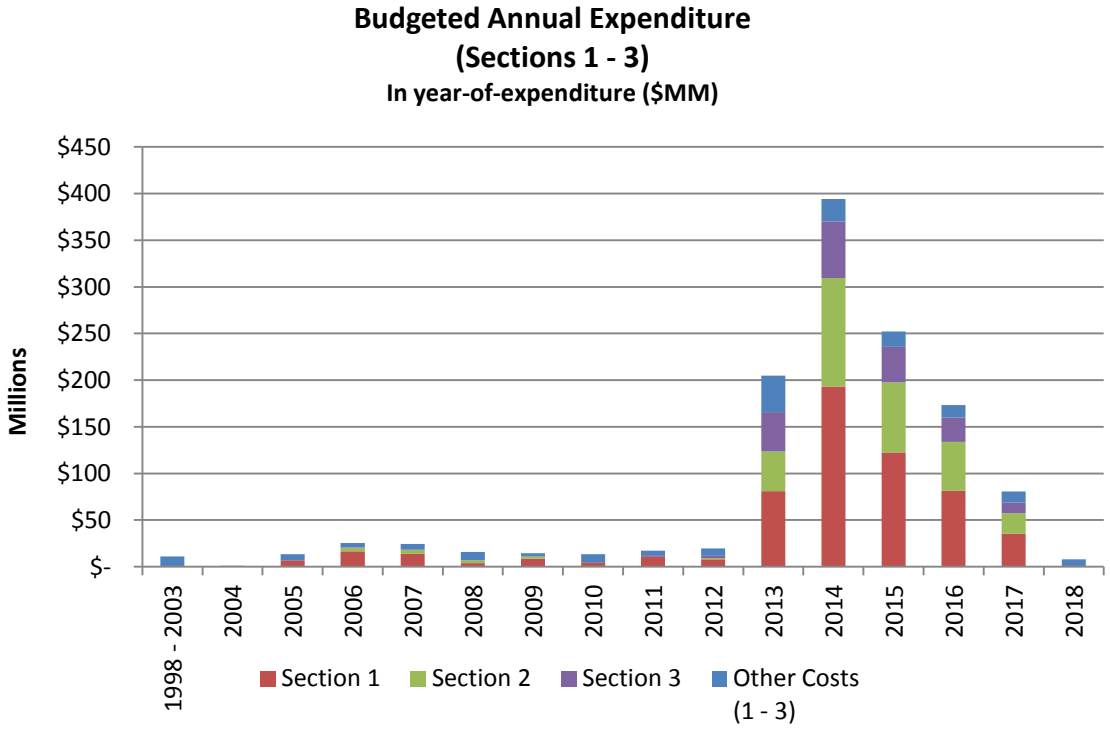


Figure 2-2. Annual Expenditures – Downtown Crossing

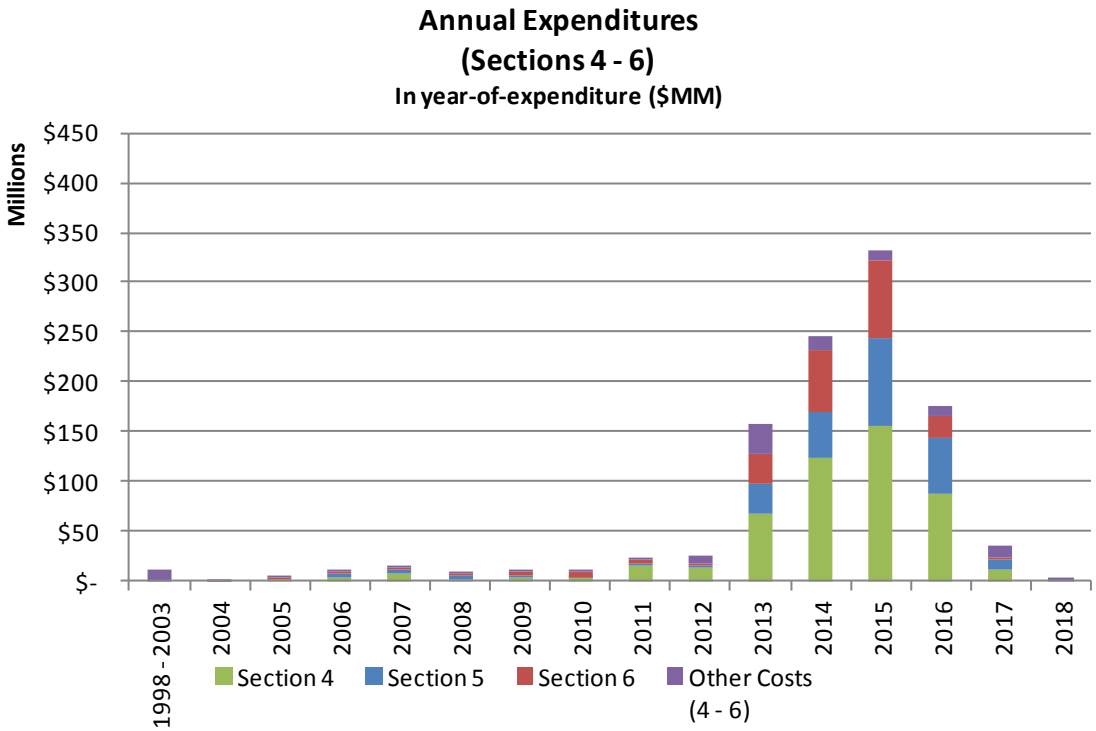


Figure 2-3. Annual Expenditures – East End Crossing

Figures 2-4a and 2-4b provide a comparison of budgeted annual expenditures by Crossing and Section and actual expenditures as of June 30, 2013 for the Downtown and East End Crossings, respectively. These costs are exclusive of financing and interest costs and do not include designated reserve funds. The budget figures presented have been updated as of the 2013 Annual Update. Subsequent updates will use these costs as the baseline for comparison.

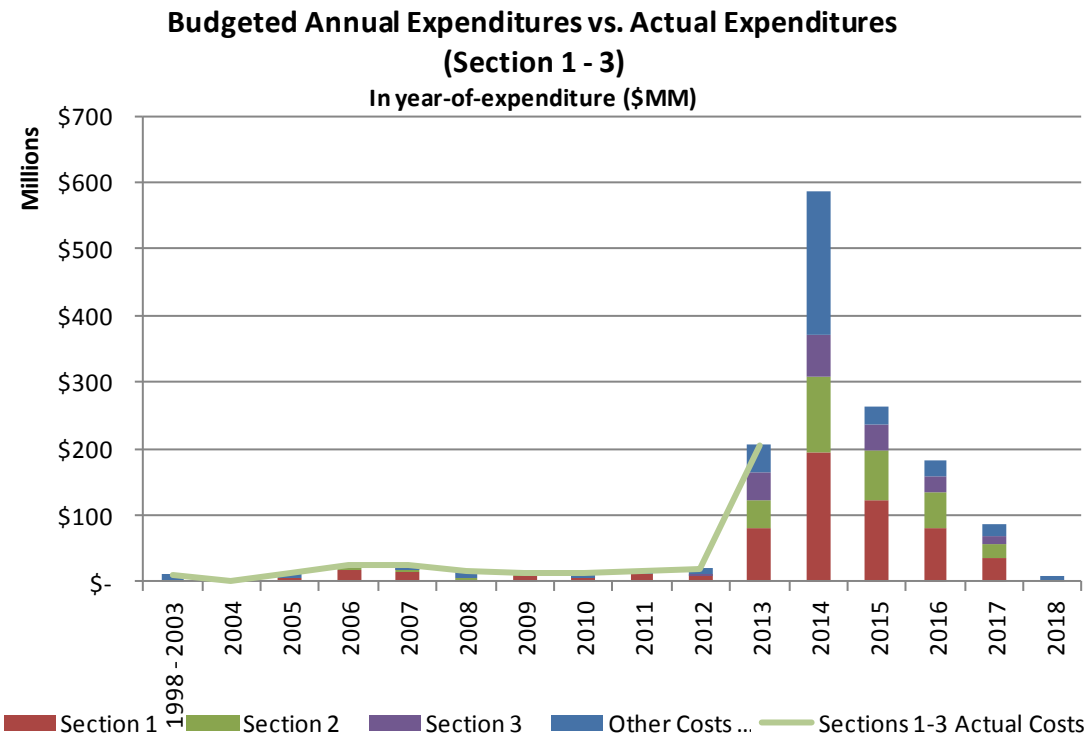


Figure 2-4a. Budgeted Annual Expenditure vs. Actual Expenditure, Downtown Crossing

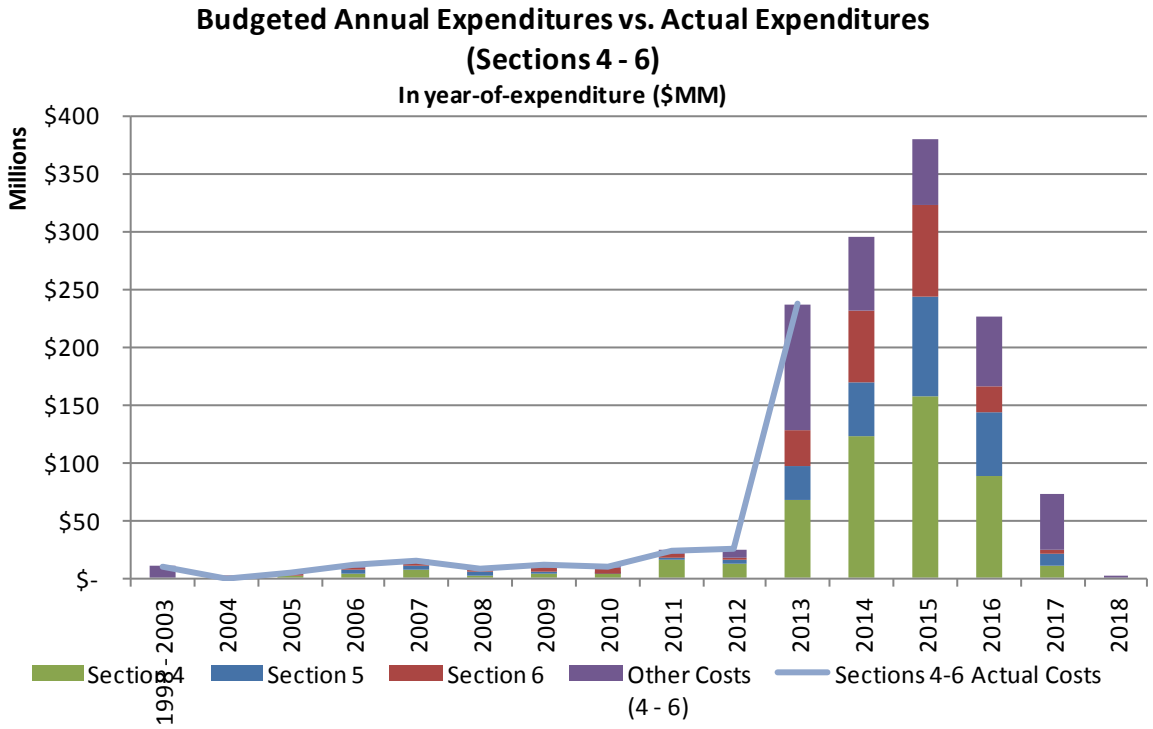


Figure 2-4b. Budgeted Annual Expenditure vs. Actual Expenditure, East End Crossing

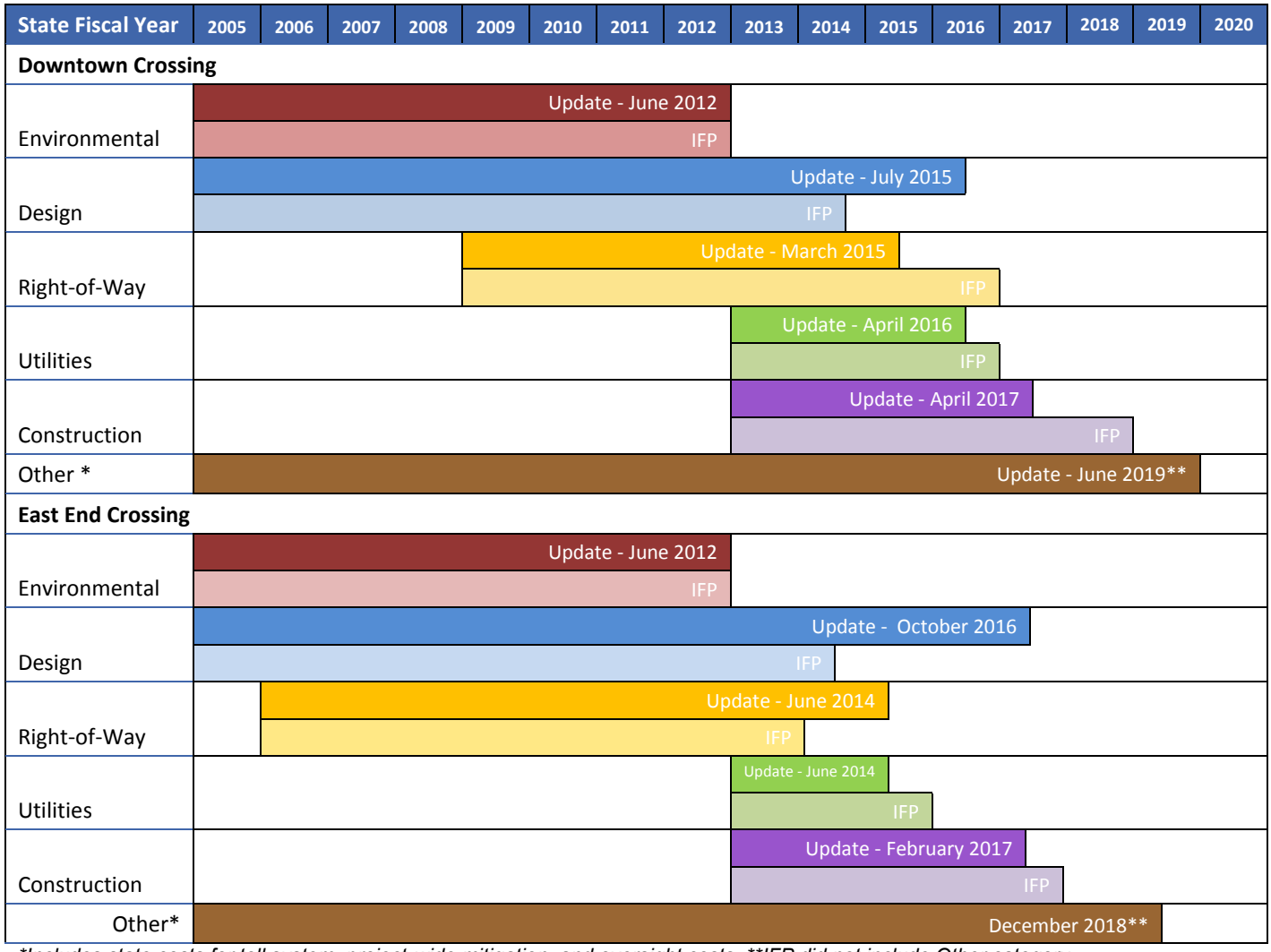
Chapter 3. Implementation Plan

Introduction

This chapter provides information on the implementation schedule for the Project. It also provides additional information regarding the allocation of implementation responsibilities and an updated summary of the status of necessary permits and approvals.

Project Schedule Overview

The Project schedule is based on delivery of the Downtown Crossing under a design- build contract and the East End Crossing under an availability payment P3 procurement. The Project is expected to be substantially complete by the end of SFY 2017 (*see Figure 3-1 and Table 3-1*). The East End Crossing is expected to reach final acceptance by February 28, 2017 and the Downtown Crossing is expected to reach final acceptance by April 15, 2017.



**Includes state costs for toll system, project-wide mitigation, and oversight costs. **IFP did not include Other category.*

Figure 3-1. Project Schedule Overview

Table 3-1 shows the status of each section of the Project as of the 2013 Financial Plan Update, having awarded contracts for the Downtown Crossing and the East End Crossing. The States have condemned all required property within the Right of Way for the project – assessed the property's value, and agreed with the local county and courts that the property value was fair. At this point, the States only need to reach final settlement with select property owners. INDOT obtained all ROW for construction in Sections 3 and 6 prior to the end of FY 2013. Money for the appraised value of those properties in condemnation has been posted with the courts under Indiana Code and final settlement of those cases may result in additional ROW expenditures in FY 2014.

Table 3-1. Current Activities and Status

Project Section	Current Activities	Approximate Status[(1)]	Estimated Construction Start Date		Estimated Open to Traffic Date	
			2012 IFP	2013 Update	2012 IFP	2013 Update
Section 1 – Kennedy Interchange	Design phase ROW phase	70% complete 100% complete	July 2013	July 2013	Dec 2018	Dec 2016
Section 2 – Downtown Bridge	Design phase	60% complete	July 2013	July 2013	Dec 2018	Dec 2016
Section 3 – Downtown Indiana Approach	Design phase ROW phase	50% complete 99% complete	July 2013	July 2013	Dec 2017	Dec 2016
Section 4 – East End Kentucky Approach	Design phase ROW phase	45% complete 100% complete	Jun 2013	Jun 2013	Dec 2017	Oct 2016
Section 5 – East End Bridge	Design phase	45% complete	Jun 2013	Jun 2013	Dec 2017	Oct 2016
Section 6 – East End Indiana Approach	Design phase ROW phase	40% complete 99% complete	Jun 2013	Jun 2013	Dec 2017	Oct 2016

PROJECT DELIVERY

The Project Sponsors have pursued alternative delivery approaches for both Crossings in order to enhance the feasibility of the Project through accelerated project delivery, avoid inflation costs, take advantage of additional sources of financing, and transfer various risks to the private sector, such as construction risk, and/or long-term operating and maintenance risks. As a result, the Downtown Crossing is being procured under a design-build contract and the East End Crossing is being procured as an availability payment P3 procurement. Figure 3-2 provides the updated procurement schedules for each component.

Milestone	Downtown Crossing	East End Crossing
Final RFQ Issued	March 8, 2012	March 9, 2012
Statement of Qualifications	April 2, 2012	April 9, 2012
Shortlist of Proposers	May 1, 2012	April 23, 2012
Final RFP	August 3, 2012	July 31, 2012
Final Proposals Received	November 15, 2012	October 26, 2012

Milestone	Downtown Crossing	East End Crossing
Notice to Proceed/Financial Close	December 28, 2012	March 28, 2013
Targeted Substantial Completion	December 9, 2016	October 31, 2016
Final Acceptance Dates	April 15, 2017	February 28, 2017

Figure 3-2. Procurement Schedules

PERMITS AND APPROVALS

On September 6, 2003, the Federal Highway Administration issued a Record of Decision selecting the preferred alternative as a Two Bridges/Highway Alternative, with the specific elements selected in the Far East and Downtown corridors, as well as the Kennedy Interchange Reconstruction option.

On November 10, 2011, a Supplemental Draft Environmental Impact Statement was approved by FHWA, KYTC, and INDOT. The Supplemental Final Environmental Impact Statement (SFEIS) was signed on April 20, 2012 and the Revised ROD was signed on June 20, 2012. All permitting activity is being carried out in accordance with the SFEIS and Revised ROD.

The updated status of the permits and approvals required for the Downtown Crossing and for the East End Crossing as of the 2013 Financial Plan Update are outlined in the following table. Additional detail can be found in the Project Management Plan for the Project.

Table 3-2. Required Permits or Notifications

Required Permits or Notifications						
Permit Description (Agency)	**Design Section**					
	1	**2**	**3**	**4**	**5**	**6**
Levee System Modification Permit (USACOE)	✓	N/A	✓	N/A	N/A	N/A
Floodplain Construction Permit (KDOW)	N/A	✓	N/A	✓	✓	N/A
Construction in a Floodway Permit (IDNR)	N/A	N/A	N/A	N/A	✓	✓
Federal Permit for Eagle Take (US Fish & Wildlife)	N/A	N/A	N/A	✓	N/A	N/A
National Pollutant Discharge Elimination System (IDEM Rule 5)	N/A	✓	✓	N/A	✓	✓
National Pollutant Discharge Elimination System (Kentucky PDES)	✓	✓	N/A	✓	✓	N/A
Section 401 Water Quality Certification (IDEM)	N/A	✓	✓	N/A	✓	✓
Section 401 Water Quality Certification (KDOW)	✓	✓	N/A	✓	✓	N/A
Section 404 – Discharge of Dredged or Fill Material (USACOE)	N/A	✓	✓	✓	✓	✓
Section 9 Bridges or Causeways Permit (USCG)	N/A	✓	N/A	✓	✓	N/A
Tall Structure Permit (FAA)	N/A	✓	✓	N/A	✓	✓

In 2010, the Bridges Authority and the Bi-State Management Team worked with the area's Metropolitan Planning Organization (MPO) and FHWA on a financial demonstration document for the Project in connection with the update of the MPO's long-range Metropolitan Transportation Plan (MTP). The plan was approved by the MPO's Transportation Policy Committee in October 2010 and subsequently approved by FHWA in November 2010. These actions allowed the Project to be retained as an active, fiscally-constrained project within the MTP. In October 2011, the third amendment of the MTP was approved. That amendment included project changes to align the MTP with the Modified Selected Alternative project scope and description, with the cost savings and tolling assumptions that were reflected in the SDEIS published in November 2011, and that are consistent with this Financial Plan document.

Chapter 4. Financing and Revenues

INTRODUCTION

This chapter discusses the financial plan for the Project and reviews updates since the IFP was prepared. Specifically, it presents the available and committed funding required to complete the Project, including state transportation and federal-aid formula funds, federal discretionary funds, Project revenues, and associated financing. A discussion of continued risks associated with funding availability also is included. This chapter also provides an update to TIFIA related financing elements for Kentucky's portion of the Project.

FINANCIAL PLAN OVERVIEW

This Interim Update to the Financial Plan reflects the planned funding and finance strategy by which the Project's estimated $2.34 billion cost (in year-of-expenditure dollars, exclusive of financing and interest costs) will be funded through a combination of conventional state and federal transportation program funds and toll-based Project revenues. In the case of Kentucky's design-build contracting approach for the Downtown Crossing, these funding sources will be leveraged to provide the necessary up-front capital for construction through a combination of Kentucky's federal-aid funding commitments, toll revenue bonds, Transportation Infrastructure and Financing Act (TIFIA) financing and grant anticipation revenue vehicle (GARVEE) bonds. In the case of Indiana's availability payment P3 approach for the East End Crossing, private sector financing, including private equity and debt, will be secured by the Developer to support its obligations, and the payments under the P3 agreement will be met by Indiana's commitments of state and federal funding and its share of the toll-based revenues from the Project. Federal discretionary program funds will continue to be utilized to fund the Project to the extent additional discretionary funds become available and are obtained by the states. As of the end of SFY2013 (June 30, 2013), the states expended approximately $643.3 million collectively for the Project (exclusive of financing and interest costs).

The Project Sponsors have developed a financial plan that recognizes the limitations on conventional state and federal transportation funding and finds the right balance of funding alternatives to meet the following goals:

- Ensuring that cost sharing arrangements are equitable and the states' financial obligations to the Project are manageable;
- Ensuring that the Project delivers value to the states, taxpayers, project partners, and end users through appropriate toll rates and the lowest feasible Project cost;
- Seeking private sector innovation and efficiencies and encouraging design solutions that respond to environmental concerns, permits, and commitments in the ROD;
- Developing the Project in a safe manner that supports congestion management and economic growth for the region;
- Ensuring the Project is constructed within a time period that meets or beats final completion target dates.

- Transparently engaging the public and minimizing to the extent possible disruptions to existing traffic, local businesses, and local communities; and
- Delivering a Project that is a self-sustaining, integrated cross-river mobility solution for future generations.

PROCUREMENT APPROACH AND FINANCING

The Downtown Crossing and East End Crossing are being procured using two different methods of delivery and financing, as described below.

Downtown Crossing

On May 1, 2012, KYTC issued a draft RFP to three short-listed teams. The Final RFP was released in August 2012 and the Apparent Best Value Design Build Team, a consortium led by Walsh Construction, was announced in November 2012. On December 7, 2012, KYTC formally selected Walsh Construction to design and construct the Downtown Crossing.

Payments to the selected design-builder for the Downtown Crossing are being financed by KYTC and KPTIA using a combination of direct funding from the KYTC Highway Plan, GARVEE bond proceeds, toll revenue bond proceeds, and TIFIA financing. .

On December 12, 2013, KPTIA closed on a $452.2 million loan with the US Department of Transportation (US DOT) through the TIFIA program. On December 20, 2013, KPTIA closed approximately $275.670 million in toll revenue bonds and $452.2million in bond anticipation notes (BANs) to complete the LSIORB financing. The BANs will be retired on or before July 1, 2017 when the TIFIA loan proceeds will be drawn.

East End Crossing

Indiana has procured a developer to design, build, finance, as well as operate and maintain portions of the East End Crossing under an Availability Payment (AP) structure as set out in a Public-Private Agreement (PPA). On May 2, 2012, IFA issued a draft RFP to four short-listed teams. The Final RFP was issued in July 2012 and in December 2012 IFA reached Commercial Close on the PPA with WVB East End Partners (WVB), a consortium of Walsh Construction, Vinci Concessions, and Bilfinger Berger PI International. IFA and INDOT elected to let separate construction contracts under INDOT's authority for the Salem Road alignment and for the majority of tree clearing and structure demolition for the East End Crossing.

To finance design and construction of the East End Crossing, WVB sold $702 million in private activity bonds (PABs) and provided $78 million in Risk Capital. IFA will make eight Milestone Payments to WVB for the completion of specific portions of the East End Crossing during the construction phase, including substantial completion. Beginning at substantial completion, Availability Payments will then be made during the 35-year operations and maintenance (O&M) term of the PPA contract. The Maximum Availability Payment (MAP) of $32.9 M, in 2012 dollars, will be adjusted as defined in the PPA dependent on the CPI and the Developer's performance during the O&M term. IFA is contractually obligated to make milestone and availability payments and has entered into a Project Trust Agreement with a Project Trustee who will manage and dispense funds accordingly. To give effect to this arrangement, IFA has entered into an agreement with INDOT to receive a total of $392 million to fund Milestone Payments, beginning

with $44 million in 2013 and then $54 million on an annual basis from 2014 through 2016 and a final payment of $186 million in 2017. Likewise, IFA has entered into a Use Agreement with INDOT to receive payments equal to anticipated MAP as defined in the PPA.

INDOT will use a combination of state and federal funds to fund the Milestone Payments to IFA while toll revenues, in combination with state and federal funds, as needed, will be used to make Availability Payments, as described further below. As noted above, the Developer will utilize a combination of PABs and Risk Capital to finance design and construction prior to receiving Milestone and Availability Payments.

STATE TRANSPORTATION AND FEDERAL-AID FORMULA FUNDING

Both Kentucky and Indiana have historically used federal-aid resources for the Project and have committed specific funding from their respective near-term federal-aid highway funding programs, as described further below.

Federal-aid formula funds provided to the Project have been and will continue to be matched by a combination of state road funds and toll credits (credits unrelated to the Project) in Kentucky and by state funds in Indiana. Both states have a demonstrated track record of meeting their state match obligations with a variety of state funding sources, including state-imposed fuel taxes and a variety of transportation-related fees.

Based on expectations regarding the availability of federal funding, as well as expectations regarding the availability of corresponding state transportation funds, an estimated $1,536.9 million of federal-aid highway formula and state transportation funds is reasonably expected to be available to the Project (*see Table 4-1*). This includes the state and federal funds reflected in the Sources of Funds in Chapter 5 as well as additional contingency funding resources for both states. It does not include up-front funds being provided by the Developers or through project financing, discussed later in this chapter. For the period through 2012, minor differences exist between the 2013 Annual Update and the 2012 IFP. For Indiana, these differences represent accounting adjustments made upon final closing of the accounting for SFY 2012. For Kentucky, differences primarily represent revised determinations regarding federal funding eligibility and re-designation of pre-2012 costs as being funded with state dollars. Differences between the IFP and the 2013 Update commencing in SFY 2013 are primarily the result of changes in the overall Project schedule, including most notably the acceleration of construction discussed in more detail in Chapter 2. The updated Table 4.1 also includes the entire program of Milestone Payments for Indiana which previously were not fully shown in this table.

Table 4-1. Ohio River Bridges Federal and State Conventional Funding (in thousands)

Detailed Budget ($YOE)	Financial Plan Year	Thru 2012	2013	2014	2015	2016	2017	2018	Total
Kentucky									
KYTC State Highway Plan Funding[1]	2012 IFP	-	10,000	10,000	10,000	10,000	10,000	10,000	**60,000**
	2014 Interim Update	20,620	11,271	10,070	10,289	9,449	8,922	10,000	**80,620**
	Difference	**20,620**	**1,271**	**70**	**289**	**(551)**	**(1,078)**	**-**	**20,620**
KYTC Federal Highway Plan Funding[1]	2012 IFP	103,100	40,000	40,000	40,000	40,000	40,000	40,000	**343,100**
	2014 Interim Update	82,480	45,083	40,278	41,156	37,796	35,686	40,000	**322,480**
	Difference	**(20,620)**	**5,083**	**278**	**1,156**	**(2,204)**	**(4,314)**	**-**	**(20,620)**
KYTC GARVEEs	2012 IFP	100,000	337	172,347	63,316	-	-	-	**336,000**
	2014 Interim Update	100,000	-	237,302	-	-	-	-	**337,302**
	Difference	**-**	**(337)**	**64,955**	**(63,316)**	**-**	**-**	**-**	**1,302**
Federal Discretionary Funding	2012 IFP	76,300	-	-	-	-	-	-	**76,300**
	2014 Interim Update	76,300	-	-	-	-	-	-	**76,300**
	Difference	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total	2012 IFP	279,400	50,337	222,347	113,316	50,000	50,000	50,000	815,400
	2014 Interim Update	279,400	56,353	287,650	51,445	47,245	44,608	50,000	816,702
	Difference	**-**	**6,016**	**65,303**	**(61,871)**	**(2,755)**	**(5,392)**	**-**	**1,302**
Indiana									
State Funding[2]	2012 IFP	15,724	24,365	24,941	18,709	16,498	16,861	10,800	**127,898**
	2013 Update	15,757	26,274	13,727	10,000	10,145	10,145	1,000	**87,048**
	Difference	**33**	**1,909**	**(11,214)**	**(8,709)**	**(6,353)**	**(6,716)**	**(9,800)**	**(40,849)**
Federal Formula Funding[3]	2012 IFP	26,885	57,600	66,800	74,835	65,993	67,443	43,200	**402,756**
	2013 Update	31,185	91,488	88,079	75,000	75,580	232,100	-	**593,732**
	Difference	**4,300**	**33,888**	**21,279**	**165**	**9,587**	**164,656**	**(43,200)**	**190,976**
Federal Discretionary Funding	2012 IFP	31,500	7,900	-	-	-	-	-	**39,400**
	2013 Update	27,200	1,200	10,980	-	-	-	-	**39,380**
	Difference	**(4,300)**	**(6,700)**	**10,980**	**-**	**-**	**-**	**-**	**(20)**
Total	2012 IFP	74,109	89,865	91,741	93,544	82,491	84,304	54,000	570,054
	2013 Update	74,142	118,962	112,786	85,000	86,025	242,245	1,000	720,160
	Difference	**33**	**29,098**	**21,045**	**(8,544)**	**3,534**	**157,941**	**(53,000)**	**150,107**

[1]In the 2012 IFP, Kentucky's state match was shown as being provided primarily via toll credits. Based on a review of funding eligibility, some costs have been re-classified as being funded with state dollars. An additional $50 million in Highway Plan dollars are planned for SFY 2018 and available as a contingency amount.

[2]Includes funding for Relief Event Allowance Account.

[3]Includes the addition of funding for future milestone payments.

Kentucky

Through the Six-Year Highway Plan, Kentucky has planned $816.7 million in federal and state funds to be used on the Project. This total includes $403.1 million in traditional federal and state matching funds coming from the National Highway Performance and Surface Transportation Programs funding category. The remaining $337.3 million in federal funding will be provided via GARVEE bonds already issued to support the Project (see table below for Kentucky's Advance Construction conversion schedule). The commitment of specific categories of federal and state matching funding is subject to future action by the Kentucky General Assembly.

Designated funding amounts are reflected in the Commonwealth's biennial budget (committed for the first two years of funding) and in the Six-Year Highway Plan (subject to appropriation for the remaining four years). Kentucky's funding participation is also reflected in the fiscally-constrained Statewide Transportation Improvement Program (STIP) and the FY 2011 – 2015 Transportation Improvement Program (TIP) for the metropolitan region.

The Transportation Cabinet budget for the biennium is prepared in accordance with Chapter 48 of the Kentucky Revised Statutes and is based on two-year projections made in light of long-range program requirements and revenue estimates. The biennial budget request is prepared by the Transportation Cabinet and presented to the Governor for submission to the Kentucky General Assembly. The General Assembly is required by the Kentucky Constitution to adopt measures providing for the state's revenues and appropriations for each fiscal year. The Governor is required by law to submit a biennial State Budget (the "State Budget") and a separate biennial Transportation Budget to the General Assembly during the legislative session held in each even numbered year. State Budgets have generally been adopted by the General Assembly during those legislative sessions, which end in mid April, to be effective upon the Governor's signature for appropriations commencing for a two year period beginning the following July 1.

Indiana

To support the East End Crossing procurement, INDOT has committed a total of $720.2 million in federal and conventional state funds through 2018. This includes $392 million in Milestone Payments, which are reimbursements to the Developer for costs initially incurred by the Developer for design and construction. Payments will be made when the Developer achieves specific construction milestones, but no sooner than defined in the PPA. The funding for the Milestone Payments is shown in Table 5-2 as $25 million in 2015, $151 million in 2016, and $216 million in 2017, based on INDOT's prescribed schedule for funding of the payments. The corresponding expenditures are included in Table 5-2 in the design and construction costs for each Section. Upon the Developer achieving substantial completion of the East End Crossing, to the extent that the Crossing is open and available for service, Availability Payments will commence. These payments will be funded by toll revenues, in combination with state and federal funds as needed to backstop any shortfalls in toll revenues. It is anticipated that future funds will come from the National Highway Performance and Surface Transportation Programs and state matching funds.

The table below provides the Advance Construction conversion status for both Kentucky and Indiana.

Advance Construction Conversion Status/Schedule (in $millions)

	Total Federal Funding Amounts (through SFY2018)	Amount AC'd to Date	Amount Converted to Date	Amount Remaining in AC
KY GARVEE AC	$337.3	$488.7*	$13.3	$475.4
KY AC	$398.8	$201.0	$60.0	$141.0
IN AC	$633.1	$466.7	$177.1	$287.6

*Includes principal and interest

Milestone/Availability Payments

With regard to the Indiana budgeting process, the fiscal year commences on July 1 and ends on June 30 of the following calendar year. The State operates under a biennial budget for the two consecutive fiscal years ending on June 30 of an odd numbered year. On or before the first day of September in each even numbered year, all State agencies (including INDOT) submit budget requests to the State Budget Agency. The State Budget Agency then conducts an internal review of each request. In the fall of each even numbered year, the State Budget Committee (comprised of the State Budget Director and four members of the General Assembly) begins hearings on the budget requests. After presentations by the requesting State agency and the State Budget Agency, the State Budget Committee makes budget recommendations to the Governor. These budgets then become appropriations when the budget is passed by the Legislature, and then signed into law by the Governor.

As it relates to the East End Crossing, on or before the first day of August of each even numbered year, IFA will prepare and provide to INDOT an annual Milestone Payment budget forecast and deliver a copy for the ensuing two fiscal years which shall set forth the Milestone Payment. Upon substantial completion of the East End Crossing, on or before the first day of August of each even numbered year, the IFA will prepare and provide to INDOT an annual budget forecast and deliver a copy for the ensuing two fiscal years which details the Maximum Availability Payment for both fiscal years, the estimated tolling O&M expenses, the estimated funds required to be deposited under the Project Trust Agreement, and the amounts of funds to be appropriated to INDOT to meet Use Payment Requirements. The most recent versions of these agreements between IFA and INDOT have been completed.

Indiana's plan for making these payments will be to use its biennial appropriations to INDOT for Availability Payments. Payments will be made by INDOT to IFA based on the budget IFA will present to INDOT. These payments will be made on an annual basis prior to August 1 of the current fiscal year.

The IFA will work with the Project Trustee to evaluate the available tolling revenues and to determine whether there is a shortfall or excess in those funds. If there is a shortfall, IFA will use the appropriation from INDOT to make up the shortfall. If tolling revenues exceed the Availability Payment budget, IFA will return the appropriation to INDOT. IFA and INDOT are using the biennial appropriations for Availability Payments to show that Indiana is budgeting these appropriations out of INDOT's Capital Program. INDOT estimates that these payments will be approximately 5-8 percent of the State's capital program (see further discussion below and Table 4-4 for additional information).

Availability Payments will be funded by INDOT from appropriations from the General Assembly of the State to INDOT for such biennium to the extent that Availability Payments are not funded by toll revenues. In addition to being reflected in internal budget and financial control systems,

all anticipated funding amounts are reflected in the fiscally-constrained Statewide Transportation Improvement Program (STIP) and the FY 2011 – 2015 Transportation Improvement Program (TIP) for the metropolitan region.

FEDERAL DISCRETIONARY FUNDING

In addition to Federal-aid formula funds, Kentucky and Indiana have previously secured $116 million in discretionary funding from the Federal Highway Trust Fund and General Appropriations for the Project. This includes $24 million in direct federal appropriations and $92 million through High Priority Project funding designations under TEA-21 ("Transportation Equity Act for the 21st Century") and SAFETEA-LU ("Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users"). The $116 million of discretionary funds received for the Project have been expended on major investment and environmental studies, design and engineering costs, right of way acquisition, and oversight and project management, and are included in the figures above.

PROJECT REVENUES

Both states have had successful histories of using alternative funding sources, including tolling, for the development of their road infrastructures.[1] Further, both states have the requisite legislative authority to impose tolls on the Project. Specifically, Kentucky Revised Statutes Section 175B.030 provides tolling authority for the Project, and the Indiana General Assembly amended its tolling and public-private partnership statutes in 2010 to expressly permit both tolling and public-private partnerships to be utilized in delivering the Project.[2] The states have entered into a Tolling Agreement with the Federal Highway Administration, as previously provided for under Title 23 United States Code, Section 129.

Traffic forecasting work on the Project has been performed by the Bi-State Management Team's traffic and revenue consultants using a time-of-day travel demand model that was developed in connection with the Project. The initial traffic and revenue work began in the 2005/2006 time period and included a Level 1 study using the KIPDA Daily Regional Travel Demand Model and assumed the FEIS Preferred Alternative. This was followed in 2007 with a Level 2 study again using the KIPDA Daily Model and FEIS Preferred Alternative. This study was updated in 2010 and is reflected in a December 2010 report. Subsequent to the 2010 report, an extensive effort was undertaken to create a time of day (TOD) model suitable for use in an investment grade traffic and revenue study. In addition to developing this model, additional data was collected and used to support the model validation process. Using the LSIORB TOD Model, a complete set of 2030 traffic forecasts were developed, used in the SEIS process and documented in a LSIORB Traffic Forecasting Report.

Work continued beyond the SEIS in a Traffic and Revenue Study completed by Steer Davies Gleave (SDG) in August 2013, which was developed as follows:

[1] Kentucky, for example, built a system of approximately 680 miles of full-access controlled parkways using bonding with debt service supported by a mix of state road funds and tolling. Indiana maintained the 157-mile Indiana Toll Road connecting the Chicago Skyway with the Ohio Turnpike for fifty years, using the proceeds of toll-revenue bonds for necessary expansion and maintenance projects. In 2006, Indiana completed a very successful public-private partnership transaction involving the Toll Road. These experiences will be brought to bear to move the Ohio River Bridges Project to construction.

[2] *See* Indiana Senate Enrolled Act No. 382 (2010).

- A stated preference survey undertaken to provide an empirical basis for establishing a route choice model mechanism into the highway assignment;
- Nine model time periods to present the varying levels of traffic and congestion throughout the day;
- Representation of the highway network to reflect the 2012 traffic conditions;
- New traffic counts and travel time measures used to validate the assignment results across the network for each of the nine time periods, and in particular for each of the existing Bridges, providing a robust platform for the forecasts; and
- Socioeconomic forecasts for the model area developed by an independent economic consultant, and a growth model built to validate the river crossing traffic growth included in the demand matrices.

Table 4-2a shows the estimated toll revenue for each of the Crossings and the total Project based on actual revenues generated by the facilities – with an indicative two-thirds of revenue being generated by the Downtown Crossing and one-third by the East End Crossing. The toll revenues presented here have slight deviations from the forecast included in the IFP, due to further refinements that were made in the process of generating an investment-grade Traffic & Revenue Study.

Table 4-2a. Estimated Toll Revenue by Facility – Ohio River Bridges Project
($, in millions)

Financial Plan Year	Ohio River Bridges Project Toll Revenue Summary Through 2058 ($ Millions)								
	Downtown			East End			Total All Bridges		
	Gross Revenue	Toll O&M	Net Revenue	Gross Revenue	Toll O&M	Net Revenue	Gross Revenue	Toll O&M	Net Revenue
2013	6,397	594	5,803	3,198	297	2,902	9,595	890	8,705
2012	7,183	927	6,256	2,972	394	2,578	10,155	1,320	8,834
Difference	-786	-333	-453	227	-97	324	-559	-430	-129

Although tolls are collected at the facility-level, based upon an agreement between the States, they are distributed in a manner consistent with Table 4-2b. This table shows the estimated toll revenue for each of the Crossings and the total Project based on the analysis described above. This incorporates the agreed-upon 50-50 sharing between the states of toll revenues generated on the entire Project, including both Downtown and East End Crossings. It also reflects the initial toll rates approved by the Kentucky-Indiana Tolling Body in September 2013.

Table 4-2b. Estimated Toll Revenue by State – Ohio River Bridges Project
($, in millions)

Ohio River Bridges Project Toll Revenue Summary Through 2058 ($ Millions)								
Kentucky			Indiana			Total		
Gross Revenue	Toll O&M	Net Revenue	Gross Revenue	Toll O&M	Net Revenue	Gross Revenue	Toll O&M	Net Revenue
4,798	445	4,353	4,798	445	4,353	9,595	890	8,705

As described further below, toll revenues will be leveraged in connection with the current financing approaches, including toll revenue bonds, TIFIA financing, private activity bonds, and equity investment.

FINANCING STRATEGY

Financing approaches for both the East End Crossing and Downtown Crossing have advanced significantly since the IFP for the Project was prepared. In the case of the East End Crossing, Financial Close has been reached on the Project, solidifying the Project's financial structure throughout both construction and operations. In the case of the Downtown Crossing, the Project's financial structure is finalized. On December 12, 2013, KPTIA closed on a $452.2 million loan with the US DOT through the TIFIA program. On December 20, 2013, KPTIA closed approximately $275.67 million in toll revenue bonds and $452.2million in BANs. The BANs will be retired on or before July 1, 2017 when the TIFIA loan proceeds are drawn. GARVEE financing also has been completed for the Project. In the event financing plans were to change for either Crossing, such updates will be incorporated into the Project's subsequent Financial Plan Update.

Kentucky

Under the design-build and separate operate-maintain structure that Kentucky plans to use, the Downtown Crossing is financed with a combination of funding commitments from Kentucky, governmental purpose tax-exempt debt in the form of GARVEE bonds backed by future federal funds, and toll revenue financing including both toll revenue bonds and TIFIA financing backed by Kentucky's share of toll revenues from the Project.

In addition to previously committed KYTC funds, as noted above, Kentucky will use $275.67 million in Toll Revenue Bonds during 2013-2014, $237.3 million in GARVEE bonds issued in 2013, $4452.2 million in TIFIA BAN proceeds and TIFIA take-out financing, and $250 million in Highway Plan Funds comprised of $200 million in federal funds and $50 million in state matching funds over the 2013-2017 timeframe. An additional $50 million is planned as part of Kentucky's 6-year Highway Plan in 2018 and available as contingency resources but not reflected in the annual Project Sources and Uses of Funds because it is not currently applied to the Project financing (Interest on GARVEE bonds issued in 2013 will be covered within the $50 million per year in federal and state matching funds). Federal-aid funds will not be used to pay financing and interest costs associated with the sale of toll revenue bonds.

Kentucky recognizes the importance of the Louisville-Southern Indiana Ohio River Bridges project. As such, both the Kentucky Transportation Cabinet and the Kentucky Public Transportation Infrastructure Authority are fully committed to ensuring that the roadways which constitute the Downtown Crossing are properly maintained, and that the system used to collect toll revenues on both the Downtown Crossing and the East End Crossing are maintained and operated to standard. This commitment is evidenced by the KPTIA 2013 General Indenture, which requires the trustee, on behalf of KPTIA, to establish a Tolling O&M Reserve Fund, a General O&M Reserve Fund, and a M&R Reserve Fund. These reserve funds, through an automatically renewable biennial lease between KPTIA and the Cabinet, benefit from a pledge by the Cabinet to seek an appropriation from the Kentucky General Assembly at the next available opportunity to replenish if insufficient toll collections cause them to be drawn upon to a level below their required funding. The state Road Fund is a dedicated fund established under

Section 230 of the Constitution of the Commonwealth of Kentucky. Section 230 states in part that:

> *No money derived from the excise or license taxation relating to gasoline and other motor fuels, and no monies derived from fees, excise or license taxation relating to registration, operation, or use of vehicles on public highways shall be expended for other than the cost of administration, statutory refunds and adjustments, payment of highway obligations, costs for construction, reconstruction, rights-of-way, maintenance and repair of public highways and bridges, and expense of enforcing state traffic and motor vehicle laws.*

Table 4-3. Non-Statutorily Dedicated Road Fund Revenues Available for Appropriation
(In thousands)

Table 4-3 has been removed.
The information previously presented in this table is no longer directly relevant to the Project.

Indiana

Under the Availability Payment P3 structure being implemented by Indiana, the East End Crossing has been financed with a combination of funding commitments from Indiana as well as private activity bonds and Developer Risk Capital (equity) secured by WVB. In particular, WVB has provided $78 million of Developer Risk Capital and $702 million of PABs proceeds to fund design and construction of the East End Crossing. The structure of the PABs that were issued can be seen in the table below.

Table 4-4. Private Activity Bond Structure for East End Crossing

MATURITY	PRINCIPAL	PROCEEDS	COUPON	YIELDS
2019	$194,495,000	$213,438,813	5%	2.28%
2035	$45,115,000	$46,723,801	5%	4.56%
2040	$97,955,000	$99,679,008	5%	4.78%
2044	$108,765,000	$109,712,343	5%	4.89%
2048	$120,435,000	$120,226,647	5%	5.01%
2051	$110,040,000	$112,572,020	5.25%	4.96%
TOTAL	**$676,805,000**	**$702,352,633**		

The Financial Plan distinguishes that two types of PABs were issued by WVB – specifically "Milestone PABs (Series B)" and "Long Term PABs (Series A)". The difference is that "Milestone PABs (Series B)" have a shorter tenor – reaching Maturity January 1, 2019 and with a Call Date of January 1, 2017. These Milestone PABs, as the name suggests, are repaid by Milestone Payments from Indiana. The other PABs, "Long Term PABs (Series A)", have longer tenors – with maturities in 2034, 2040, 2044, 2048, and 2051.

Indiana will make $392 million of Milestone Payments to WVB during construction and up to a maximum $43.0 million of Availability Payments during the first full year of operations. The Availability Payments have 20 percent of their growth indexed to CPI, and 80 percent of their growth indexed at a constant 2.50 percent. A portion of the Availability Payments will be distributed on a monthly basis, insofar as the Project meets agreed upon operating standards. A snapshot of the growth of the Availability Payments has been captured in the table below, which begins in the first full year of operations and ends in the last full year of operations:

Table 4-5. Availability Payment Growth (in year-of-expenditure dollars)

Year	Availability Payments
2018	42,950,822
2023	48,594,912
2028	55,056,411
2033	62,119,918
2038	70,379,923
2043	79,628,422
2048	90,216,340
2051	97,019,501

Indiana also will fund a Relief Events Allowance Account as a contingency against Relief Events that may occur during construction of the East End Crossing. Relief Events and the Relief Events Allowance Account are defined in the PPA. Starting in 2013, the Account will be funded at $9 million per year through 2017, resulting in a total of $45 million of funds in the Allowance Account. This funding is included in Table 4-1, but is currently not shown in the Project Sources and Uses of Funds. The Relief Events Allowance Account funding profile can be seen in the table below. The Allowance Account will be funded through an internal agreement between the IFA and INDOT.

Table 4-6. Relief Events Allowance Account Funding Profile

Year	Funding Amount
2013	9,000,000
2014	9,000,000
2015	9,000,000
2016	9,000,000
2017	9,000,000
Total	**$45,000,000**

ASSUMPTIONS, RISKS, AND MITIGATIONS

While a significant amount of financial risk is already mitigated through State and private commitments and associated financing, the funding available for the Project will continue to be subject to some risks that cannot be fully known at this time. The following is a summary of continued potential risks that may affect the financing of the Project and the Project Sponsors' assessment of mitigating factors:

1) *Availability of state and federal revenue sources beyond those currently committed to the Project*: The states have demonstrated a strong commitment to ensuring the Project is delivered. This commitment is demonstrated through the investment of funds to date as well as the issuance of GARVEE bonds by the Commonwealth of Kentucky. The states believe that it is reasonable to assume that future state and federal funds will be made available to fund the Project as detailed in this Interim Financial Plan Update and reflected in contractual obligations of each state with

respect to the private developer and construction consortia. Both states have demonstrated the availability of contingency resources to the extent required as part of this Interim Financial Plan Update.

2) *Whether toll revenues will meet projections*: The Project Sponsors have developed traffic and revenue forecasts under a variety of tolling scenarios and now including an investment grade traffic and revenue study and approved initial toll rates. While risk inherently exists in traffic and revenue forecasts, the rigor employed in developing an investment-grade traffic and revenue report and the sensitivity testing performed on these estimates helps to ensure Project financing is based on reasonable toll revenue estimates. Rate covenants on Kentucky's planned toll revenue-backed debt also will serve to ensure adequate toll revenues are received to meet debt service, availability payments, and other obligations of the states.

Since the 2013 Financial Plan Update, risks associated with TIFIA financing have been fully mitigated as KPTIA has secured a loan agreement with the TIFIA program.

Chapter 5. Project Cash Flow

INTRODUCTION

This chapter provides an annual construction cash flow schedule for the Project and an overview of the planned sources of funds. For Indiana, this information is as of the 2013 Financial Plan Update. For Kentucky, the information has been updated to reflect TIFIA related changes. This chapter also addresses the estimated long-term operations and maintenance costs of the Project and how these costs will be met.

ESTIMATED SOURCES AND USES OF FUNDING

The estimated sources and uses of funds shown in the figure below are based on the design-build and separate operate-maintain structure that Kentucky is utilizing and the availability payment concession structure that Indiana is using. . These charts reflect construction-related costs, exclusive of ongoing operations and maintenance costs addressed later in this section. For Indiana, the sources and uses are unchanged from the 2013 Annual Update. For Kentucky, they are adjusted to reflect the final finance plan consistent with the recently closed TIFIA loan.

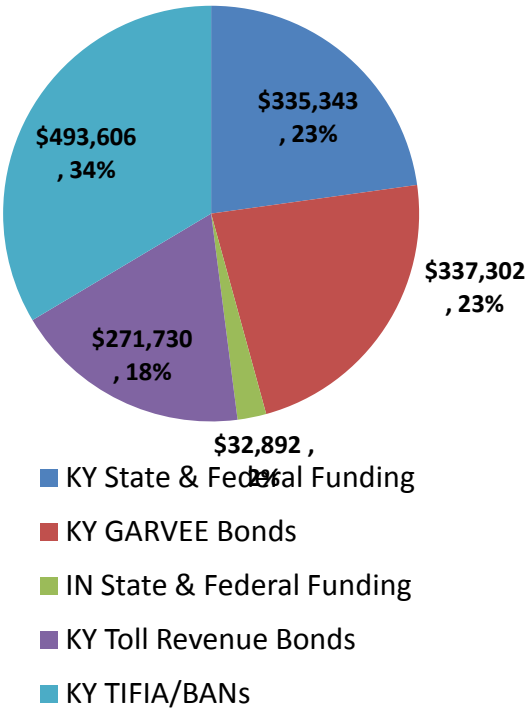
Downtown Crossing Sources and Uses of Funds

Sources of Funds During Construction ($000)		
Source	**Nominal $**	**% of Total**
KY State & Federal Funding	$335,343	23%
KY GARVEE Bonds	$337,302	23%
IN State & Federal Funding	$32,892	2%
KY Toll Revenue Bonds	$271,730	18%
KY TIFIA/BANs	$493,606	34%
Total Sources	**$1,470,872**	**100.00%**

Uses of Funds During Construction ($000)		
Use	**Nominal $**	**% of Total**
Oversight & Design	$290,088	20%
Right of Way	$58,301	4%
Utilities	$13,375	1%
Construction	$726,653	49%
Mitigation/Other	$4,073	0%
Financing & Interest	$205,697	14%
Tolling & Other	$172,686	12%
Total Uses	**$1,470,872**	**100.00%**

*Includes Toll System Costs and Project-Wide Oversight Costs.

Downtown Crossing Sources of Funds



Downtown Crossing Uses of Funds

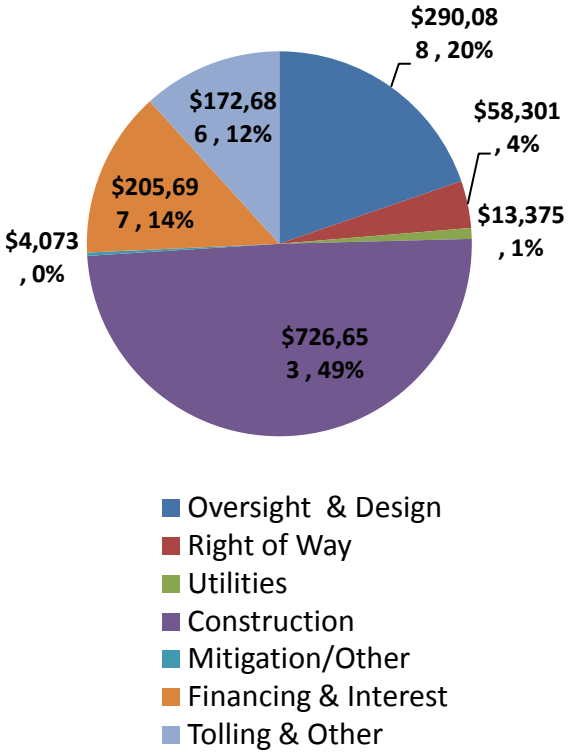


Figure 5.1a. Estimated Downtown Crossing Sources and Uses of Funds Through Construction

East End Crossing Sources and Uses of Funds

Sources of Funds Through Construction ($000)		
Source	**Nominal $**	**% of Total**
KY State and Federal Funding	$94,197	7%
IN State and Federal Funding - Milestone Payments	$392,000	29%
IN State and Federal Funding – Other	$220,299	16%
Milestone PABs (Series B)	$18,944	1%
Long Term PABs (Series A)	$488,912	37%
Developer Risk Capital	$78,145	6%
Relief Events Reserve Account	$45,000	3%
Total Sources	**$1,337,495**	**100.00%**

Uses of Funds Through Construction ($000)		
Use	**Nominal $**	**% of Total**
Oversight & Design	$201,276	15%
Right of Way	$66,223	5%
Utilities	$24,563	2%
Construction	$673,646	50%
Mitigation/Other	$1,225	0%
Financing & Interest*	$261,836	20%
Tolling & Other**	$108,727	8%
Total Uses	**$1,337,495**	**100.00%**

*Includes Relief Event Reserve Account Funding.
**Includes Toll System Costs and Project-Wide Oversight Costs.

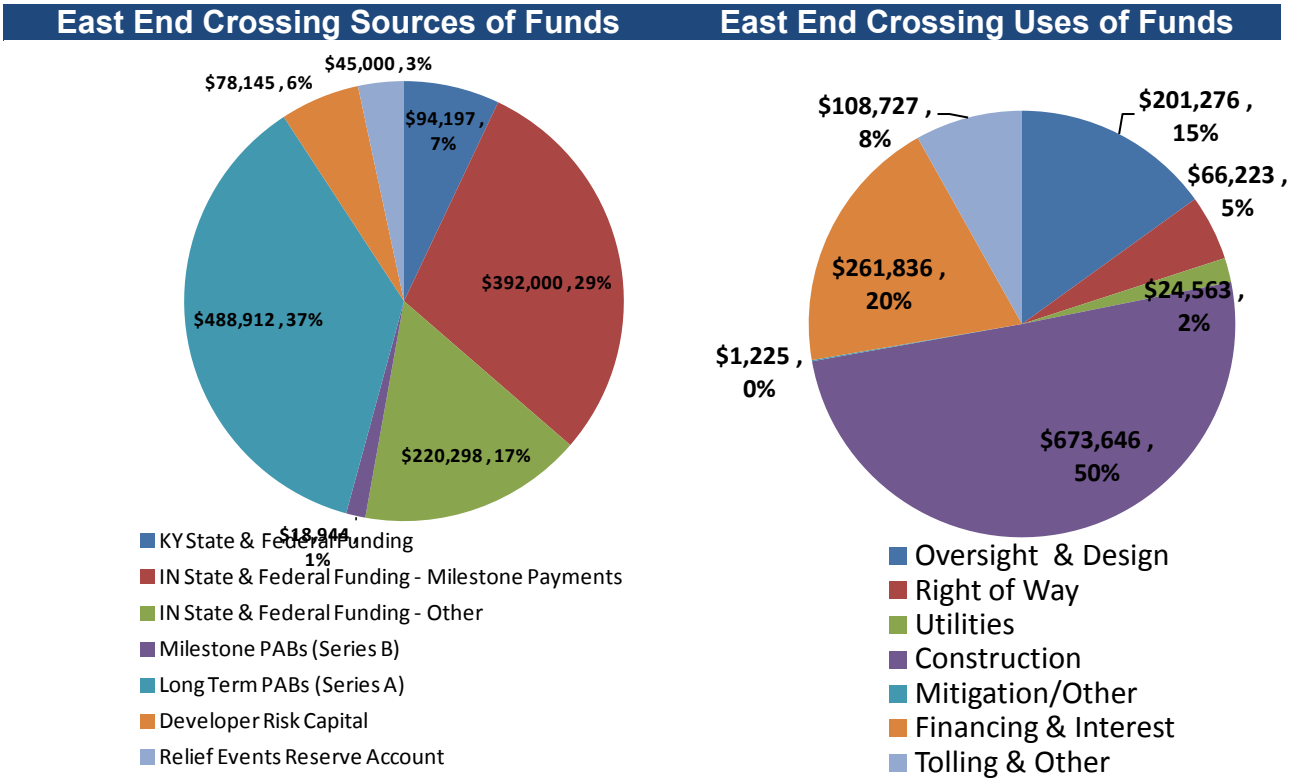


Figure 5-1b Estimated East End Crossing Sources and Uses of Funds Through Construction

Ohio River Bridges Project Sources and Uses of Funds

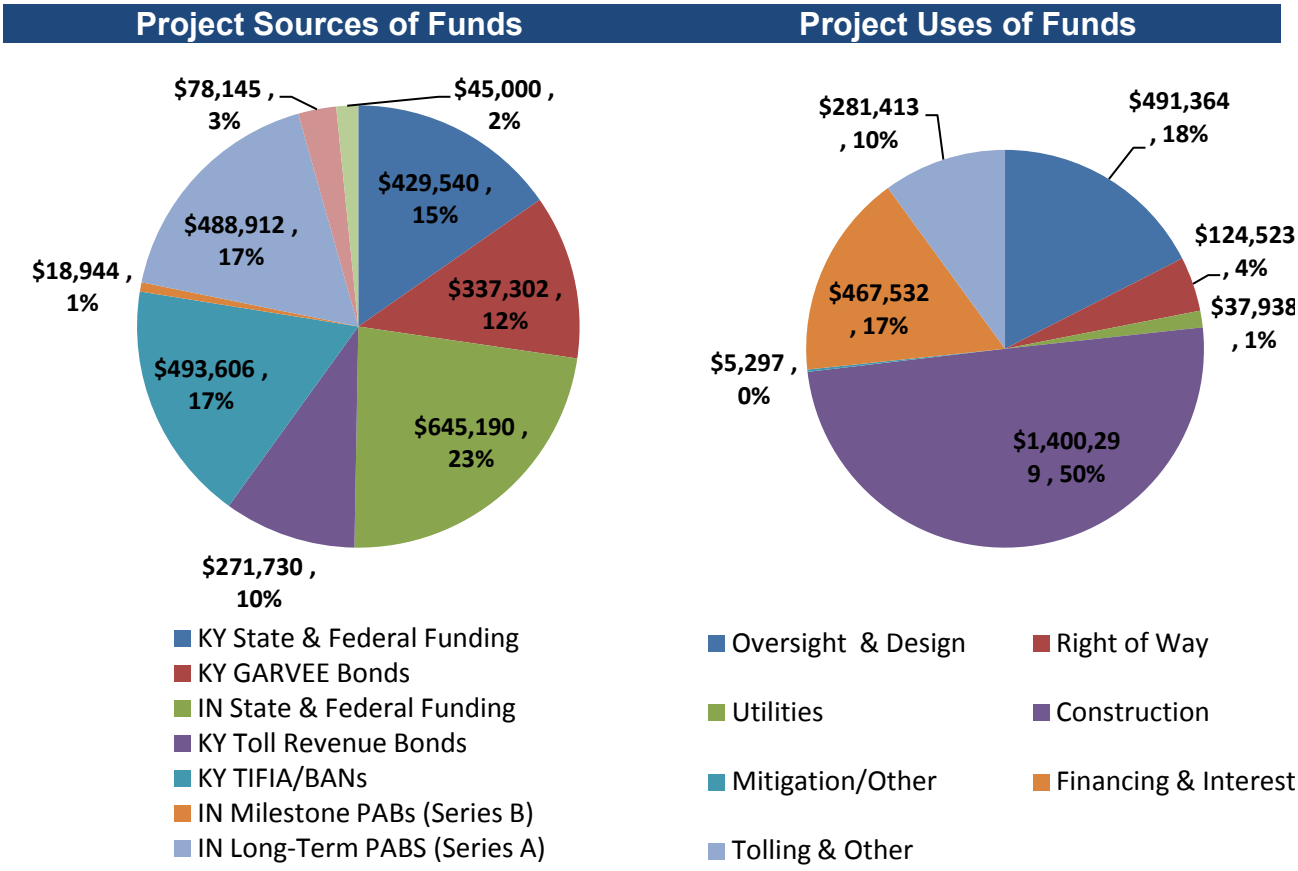


Figure 5-1c. Estimated Project Sources and Uses of Funds Through Construction

The tables below summarize the anticipated annual cash outlays for the Project – by Crossing and by State – based on delivery under an availability payment concession structure for the East End Crossing and a design-build delivery model for the Downtown Crossing. Short-term shortfalls are addressed through available cash management techniques, including internal borrowing. Specifically, short-term shortfalls in 2013 for Kentucky are addressed through internal borrowing from the Kentucky Road Fund. Prior year shortfalls for the Downtown Crossing represent minor adjustments in final costs based on SFY 2012 year-end close as it relates to portions of the Project funded by Indiana. These costs were covered with internal borrowing by Indiana. Additional adjustments for prior year costs from the 2012 IFP represent final adjustments based on year-end close procedures in both states as well as a review of eligible costs as it relates to federal funding. As noted previously, adjustments between the 2012 IFP and the 2013 Financial Plan Update as it relates to future year costs are the result of accelerated construction schedules based on final bids and contracts. In the case of the Downtown Crossing, Federal aid funds are not being used to pay debt service with respect to toll revenue bonds.

Table 5-1. Annual Expenditures by Crossing, Section, and Element

Table 5-1 has been removed.
The information previously presented in this table is now repetitive of information provided in Tables 5-2 and 5-3.

Table 5-2. Downtown Crossing Cash Flows

Detailed Budget ($YOE)	Thru 2010	2011	2012	2013	2014	2015	2016	2017	2018/2019	Total
DOWNTOWN CROSSING										
Carry Forward		(886)	(564,504)	68,507,042	(72,320,769)	(46,111,154)	(2,006,780)	7,069,918	8,000,000	(37,427,132)
KY State and Federal Funding (incl C	111,181,252	15,525,268	87,004,420	40,220,811	283,214,344	47,845,375	43,645,375	44,007,931	-	672,644,776
IN State and Federal Funding	7,663,586	1,082,036	1,649,822	20,443,997	2,052,200	-	-	-	-	32,891,641
KY Toll Revenue Bonds	-	-	-	-	106,189,990	95,074,123	54,735,821	15,729,652	-	271,729,586
KY TIFIA/BANs	-	-	-	-	208,831,715	163,554,291	94,161,040	27,059,436	-	493,606,482
Revenue Total	**118,844,838**	**16,607,303**	**88,654,242**	**60,664,808**	**600,288,249**	**306,473,789**	**192,542,236**	**86,797,019**	**-**	**1,470,872,484**
Section 1										
Oversight	-	-	-	(2,250,828)	(13,504,969)	(13,504,969)	(13,403,560)	(2,250,828)	-	(44,915,154)
Design	(48,530,192)	(6,399,118)	(6,691,055)	(23,629,060)	(38,563,630)	(1,487,791)	-	-	-	(125,300,847)
Right of Way	(5,859,785)	(4,199,556)	(1,246,250)	(13,005,187)	(9,078,702)	(3,500,000)	-	-	-	(36,889,480)
Utilities	-	-	-	(98,536)	(5,330,285)	(630,242)	(1,203,352)	-	-	(7,262,415)
Construction	-	-	-	(41,118,030)	(125,831,947)	(102,884,063)	(66,409,788)	(32,747,876)	-	(368,991,704)
Mitigation/Other	-	-	-	(1,000,000)	(1,000,000)	(500,000)	(250,000)	(250,000)	-	(3,000,000)
Section 2										
Oversight	-	-	-	(1,428,796)	(8,572,773)	(8,572,773)	(8,706,639)	(1,428,796)	-	(28,709,777)
Design	(12,974,022)	(47,659)	(1,236,056)	(16,588,568)	(18,338,607)	(541,582)	-	-	-	(49,726,493)
Construction	-	-	-	(24,574,566)	(89,401,096)	(66,112,342)	(43,919,915)	(20,787,913)	-	(244,795,831)
Mitigation/Other	-	-	-	-	-	-	-	-	-	-
Section 3										
Oversight	-	-	-	(720,376)	(4,322,257)	(4,322,257)	(4,289,801)	(720,376)	-	(14,375,069)
Design	(864,575)	(1,058,206)	(2,401,272)	(9,884,399)	(12,654,100)	(197,879)	-	-	-	(27,060,431)
Right of Way	(312,886)	-	-	(19,098,322)	(2,000,000)	-	-	-	-	(21,411,208)
Utilities	-	-	-	(662,759)	(3,965,697)	(1,484,096)	-	-	-	(6,112,551)
Construction	-	-	-	(11,068,417)	(37,753,066)	(31,923,884)	(21,639,546)	(10,480,938)	-	(112,865,852)
Mitigation/Other	-	(563,618)	(25,000)	(483,905)	-	-	-	-	-	(1,072,523)
Kentucky Other Costs										
Other Costs	(50,304,264)	(4,902,764)	(7,983,064)	(35,880,869)	(21,927,851)	(10,362,161)	(6,297,563)	(5,027,522)	(8,000,000)	(150,686,058)
Toll System	-	-	-	-	(2,000,000)	(6,000,000)	(7,000,000)	(7,000,000)	-	(22,000,000)
Interest During Construction	-	-	-	-	(123,887,211)	(10,345,375)	(10,345,375)	(5,172,688)	-	(149,750,648)
Financing and Reserve Costs	-	-	-	-	(55,946,442)	-	-	-	-	(55,946,442)
Expenditure Total	**(118,845,724)**	**(17,170,921)**	**(19,582,697)**	**(201,492,618)**	**(574,078,634)**	**(262,369,415)**	**(183,465,539)**	**(85,866,937)**	**(8,000,000)**	**(1,470,872,484)**
Net Cash Flow	**(886)**	**(564,504)**	**68,507,042**	**(72,320,769)**	**(46,111,154)**	**(2,006,780)**	**7,069,918**	**8,000,000**	**0**	**0**

Table 5-3. East End Crossing Cash Flows

Detailed Budget ($YOE)	Thru 2010	2011	2012	2013	2014	2015	2016	2017	2018/2019	Total
EAST END CROSSING										
Carry Forward		13,320,646	9,907,362	5,216,831	593,288,580	359,547,828	39,123,828	11,828	2,000,000	1,022,416,904
KY State and Federal Funding	33,102,363	17,334,815	15,392,011	16,132,422	4,435,742	3,600,000	3,600,000	600,000	-	94,197,352
IN State and Federal Funding-Milest	-	-	-	-	-	25,000,000	151,000,000	216,000,000	-	392,000,000
IN State and Federal Funding-Other	54,336,814	3,869,960	5,539,508	45,518,491	47,734,139	22,000,000	23,025,000	17,274,000	1,000,000	220,297,911
Milestone PABs (Series B)	-	-	-	213,438,550	-	-	-	(194,495,000)	-	18,943,550
Long Term PABs (Series A)	-	-	-	488,911,750	-	-	-	-	-	488,911,750
Developer Risk Capital	-	-	-	52,096,344	-	-	-	26,048,172	-	78,144,515
Relief Events Reserve Account	-	-	-	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	-	45,000,000
Revenue Total	**87,439,176**	**21,204,775**	**20,931,519**	**825,097,557**	**61,169,881**	**59,600,000**	**186,625,000**	**74,427,172**	**1,000,000**	**1,337,495,079**
Section 4										
Oversight	-	-	-	(3,144,094)	(16,337,643)	(13,851,000)	(12,524,400)	(3,795,900)	-	(49,653,037)
Design	(17,982,349)	(2,515,015)	(3,094,062)	(5,068,155)	(17,876,274)	(3,962,838)	(2,954,623)	(485,708)	-	(53,939,025)
Right of Way	(6,146,219)	(13,148,778)	(9,189,962)	(15,532,422)	(835,742)	-	-	-	-	(44,853,123)
Utilities	-	(17,035)	(22,024)	(243,173)	(11,478,099)	(384,885)	(633,391)	(44,068)	-	(12,822,675)
Construction	-	-	-	(44,297,403)	(77,206,922)	(138,361,099)	(71,840,547)	(6,544,535)	-	(338,250,507)
Mitigation/Other	(74,550)	-	(1,150,000)	-	-	-	-	-	-	(1,224,550)
Section 5										
Oversight	-	-	-	(1,037,889)	(5,196,451)	(4,182,000)	(3,640,800)	(1,303,800)	-	(15,360,940)
Design	(12,794,456)	(2,813,469)	(2,424,770)	(5,151,222)	(14,209,506)	(6,452,266)	(4,124,301)	(907,702)	-	(48,877,691)
Construction	-	-	-	(23,210,621)	(26,181,018)	(76,820,618)	(48,705,455)	(8,374,516)	-	(183,292,227)
Mitigation/Other	-	-	-	-	-	-	-	-	-	-
Section 6										
Oversight	-	-	-	(637,078)	(3,189,692)	(2,567,000)	(2,234,800)	(800,300)	-	(9,428,870)
Design	(6,243,232)	(2,237,896)	(2,265,137)	(2,322,434)	(8,440,914)	(1,123,019)	(1,110,321)	(273,800)	-	(24,016,753)
Right of Way	(11,323,688)	(1,056,948)	(303,772)	(6,685,213)	(2,000,000)	-	-	-	-	(21,369,621)
Utilities	-	-	-	(99,733)	(9,956,400)	(700,247)	(926,738)	(57,390)	-	(11,740,508)
Construction	(33,671)	-	-	(20,020,123)	(38,562,458)	(74,221,028)	(17,223,624)	(2,042,281)	-	(152,103,184)
Mitigation/Other	-	-	-	-	-	-	-	-	-	-
Indiana Other Costs										
Other Costs	(19,520,365)	(2,828,919)	(7,172,322)	(30,812,248)	(12,943,514)	(3,000,000)	(3,725,000)	(3,725,000)	(3,000,000)	(86,727,368)
Toll System	-	-	-	-	(2,000,000)	(6,000,000)	(7,000,000)	(7,000,000)	-	(22,000,000)
Interest During Construction	-	-	-	(8,813,000)	(34,116,000)	(34,116,000)	(34,116,000)	(17,058,000)	-	(128,219,000)
Financing and Reserve Costs	-	-	-	(69,951,000)	(14,380,000)	(14,282,000)	(14,977,000)	(20,026,000)	-	(133,616,000)
Expenditure Total	**(74,118,530)**	**(24,618,059)**	**(25,622,049)**	**(237,025,808)**	**(294,910,633)**	**(380,024,000)**	**(225,737,000)**	**(72,439,000)**	**(3,000,000)**	**(1,337,495,079)**
Net Cash Flow	**13,320,646**	**9,907,362**	**5,216,831**	**593,288,580**	**359,547,828**	**39,123,828**	**11,828**	**2,000,000**	**(0)**	**(0)**

Table 5-4. Annual Expenditures by State

Detailed Budget ($YOE)	Thru 2010	2011	2012	2013	2014	2015	2016	2017	2018/2019	Total
Kentucky										
Oversight	-	-	-	4,400,000	26,400,000	26,400,000	26,400,000	4,400,000	-	88,000,000
Design	79,396,780	10,344,697	11,615,530	50,102,027	69,556,337	2,227,252	-	-	-	223,242,623
Right of Way	12,006,004	17,348,333	10,436,212	28,537,609	9,914,444	3,500,000	-	-	-	81,742,602
Utilities	-	17,035	22,024	761,295	9,295,981	2,114,338	1,203,352	-	-	13,414,025
Construction	-	-	-	76,761,013	252,986,109	200,920,289	131,969,249	64,016,727	-	726,653,388
Mitigation/Other	74,550	-	1,150,000	1,483,905	1,000,000	500,000	250,000	250,000	-	4,708,455
Kentucky Other Costs	50,304,264	4,902,764	7,983,064	35,880,869	203,761,504	26,707,536	23,642,938	17,200,210	8,000,000	378,383,149
SUBTOTAL - KENTUCKY	**141,781,599**	**32,612,829**	**31,206,830**	**197,926,718**	**572,914,376**	**262,369,415**	**183,465,539**	**85,866,937**	**8,000,000**	**1,516,144,242**
Indiana										
Oversight	-	-	-	4,819,061	24,723,786	20,600,000	18,400,000	5,900,000	-	74,442,847
Design	19,992,046	4,726,666	6,496,822	12,541,811	40,526,695	11,538,123	8,189,245	1,667,211	-	105,678,617
Right of Way	11,636,574	1,056,948	303,772	25,783,535	4,000,000	-	-	-	-	42,780,829
Utilities	-	-	-	342,906	21,434,499	1,085,133	1,560,128	101,458	-	24,524,124
Construction	33,671	-	-	87,528,147	141,950,398	289,402,744	137,769,627	16,961,332	-	673,645,918
Mitigation/Other	-	563,618	25,000	-	-	-	-	-	-	588,618
Indiana Other Costs	19,520,365	2,828,919	7,172,322	109,576,248	63,439,514	57,398,000	59,818,000	47,809,000	3,000,000	370,562,368
SUBTOTAL - INDIANA	**51,182,656**	**9,176,151**	**13,997,916**	**240,591,708**	**296,074,891**	**380,024,000**	**225,737,000**	**72,439,000**	**3,000,000**	**1,292,223,321**
PROJECT TOTAL	**192,964,254**	**41,788,980**	**45,204,746**	**438,518,426**	**868,989,267**	**642,393,415**	**409,202,539**	**158,305,937**	**11,000,000**	**2,808,367,563**

The charts below illustrate the breakdown of annual expenditures for the Project both by Section (Figure 5-2) and by State (Figure 5-3).

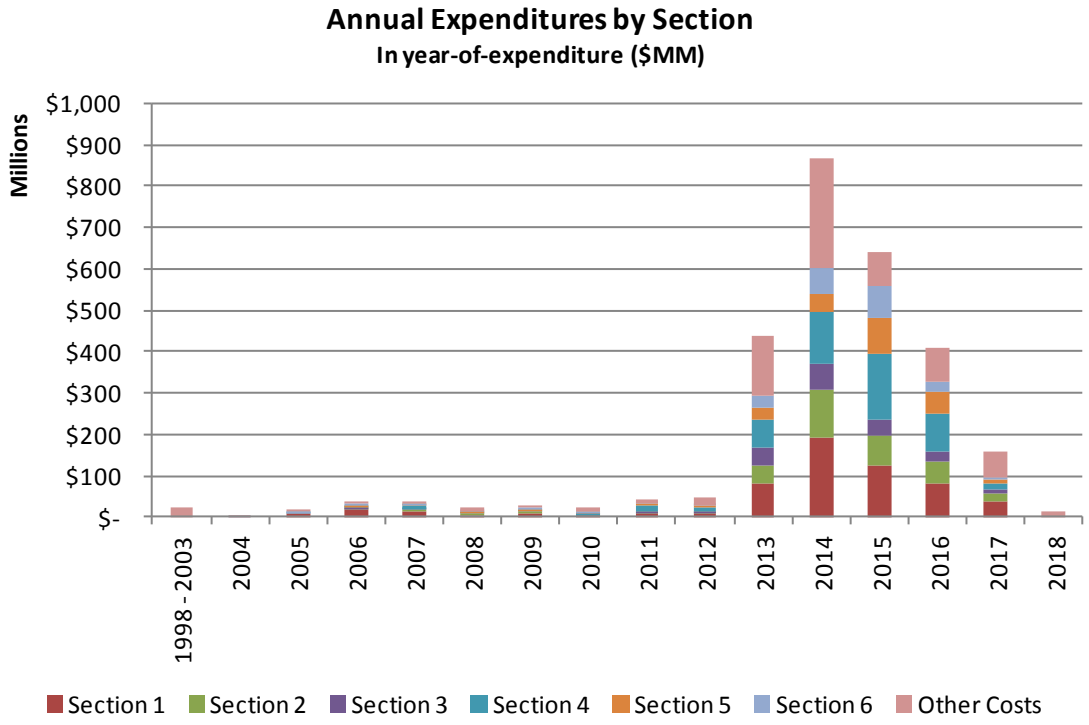


Figure 5-2. Total Estimated Project Annual Outlays by Section

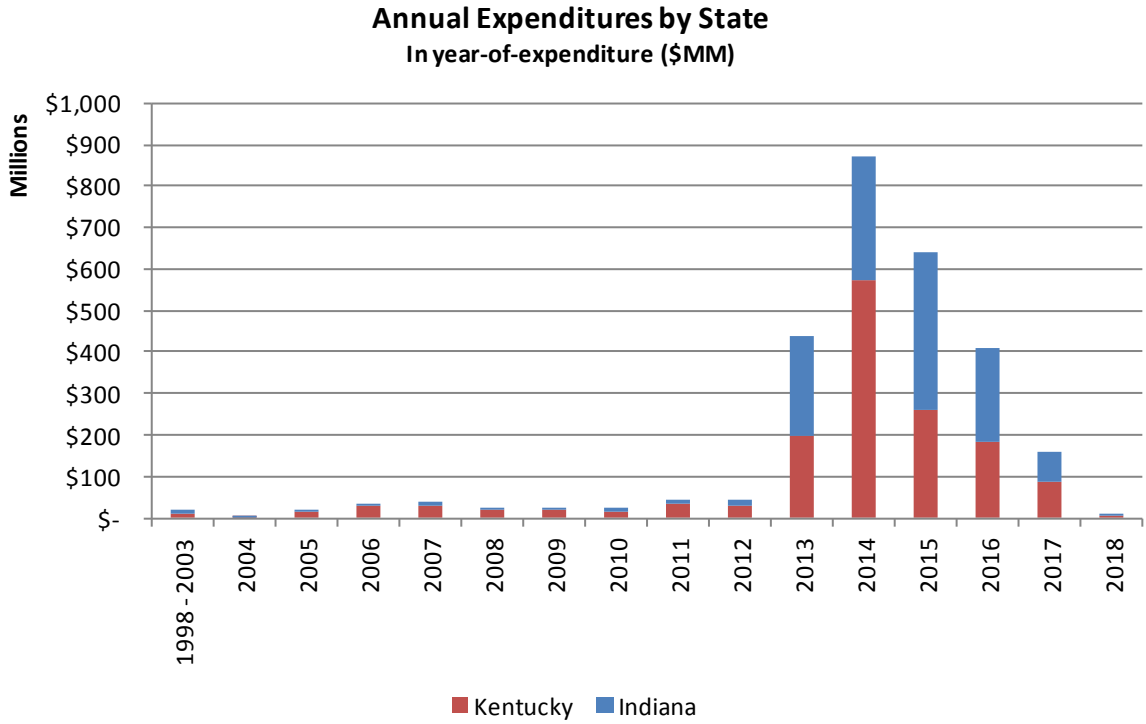


Figure 5-3. Total Estimated Project Annual Outlays by State

CASH MANAGEMENT TECHNIQUES

For Project funding expected to be contributed from state and federal sources, the states intend to utilize available cash management techniques, including but not limited to Advance Construction and Tapered Match, to manage the timing of cash needs against the availability of federal and state funds.

The Secretary of KYTC has the authority to "concurrently advance projects in the Biennial Highway Construction Plan by employing management techniques that maximize the Cabinet's ability to contract for and effectively administer the project work." All state revenues flowing through Kentucky's Road Fund are subject to the cash management principles outlined in KYTC's "Cash Management Spending Plan" (dated September 29, 2003). The Spending Plan also established a legislatively-mandated safeguard directing that KYTC not draw Road Fund cash balances below $100 million without the approval of the State Finance and Administration Cabinet. Indiana has similar capabilities and provisions. Kentucky also will utilize GARVEE debt financing and BANs to manage the cash flow needs of the Project.

The Indiana Department of Transportation also has the authority to "concurrently advance projects by employing management techniques that maximize the State's ability to contract for and effectively administer the project work." Indiana will advance the project utilizing the federally accepted practice of Advance Construction. Current year expenditures will be converted to limitation obligation while future year expenditure estimates will remain under Advance Construction. This practice will continue throughout the life of the project. At no time will Indiana's Advance Construction exceed Indiana's future federal estimates. Indiana also will utilize Tapered Match provisions to manage the timing of federal and state expenditures for the Project.

For funding that is provided from bond proceeds, appropriate oversight mechanisms are in place through the requirements of the legal documents. These include controls over disbursement of proceeds for construction and annual reporting requirements.

FINANCING COSTS

The East End Crossing has financing costs as they relate to both WVB and the State of Indiana. These financing costs are as follows:

- **WVB Financing Costs:** Financing costs for WVB total $81.2 million during construction and encompass costs for Agent & Security Trustees, Rating Agencies Fees, Conduit Fees, Underwriter Fees, funding the Debt Service Reserve Fund (DSRF), Trustee Expenses, and Working Capital Costs.

- **Indiana Financing Costs:** Financing costs for Indiana during construction are anticipated to be approximately $5 million, which are associated with costs to bond future INDOT appropriations in order to cover IFA's milestone payment obligations.

Kentucky bears costs associated with the GARVEE debt issuance for the Project as well as issuance costs for the toll revenue bonds and TIFIA/BAN financing. The Six-Year Highway Plan currently has $2.2 million programmed from Interstate Maintenance (IM) and $2.2 million from National Highway System (NH) funding for debt service on the previously issued $100 million

GARVEEs. GARVEE payments are subject to biennial appropriations of federal-aid highway funds, with no state Road Funds used for the payment of these obligations. The Transportation Cabinet covenants to include appropriations sufficient to make debt service payments solely from federal funds in subsequent appropriation bills and manages the debt according to an additional bonds test which specifies that federal funds available must be not less than 400 percent of the Maximum Annual Debt Service for each future fiscal year.

Operations and Maintenance Costs

The Project Sponsors understand that the financial plan must account for reasonably anticipated operations and maintenance costs. These costs include routine operations and maintenance expenditures, major maintenance requirements ("lifecycle costs"), and toll operations costs. Representative annual operations and maintenance cost estimates are highlighted below, as supplied by WVB for the East-End Crossing and KYTC for the Downtown Crossing. These estimates will continue to be refined as the project proceeds toward Operations.

Table 5-5. Projected Operations and Maintenance Costs ($, in millions)

Year Of Expenditure	Downtown Crossing		East End Crossing	
	O&M Costs	Lifecycle Costs	O&M Costs	Lifecycle Costs
2017	1,915,587	455,480	1,418,899	-
2018	4,334,702	964,604	2,161,496	-
2019	4,975,351	832,405	1,839,543	86,718
2020	5,161,831	982,971	2,003,254	681,359
2021	5,293,995	1,277,430	2,496,236	371,973
2022	5,428,726	1,848,490	2,521,422	116,733
2023	5,564,827	1,849,964	2,606,183	47,860
2024	5,703,556	2,293,291	2,488,972	1,155,202
2025	5,846,546	4,138,999	2,268,983	748,478
2026	5,992,298	3,726,066	3,123,370	308,722
2027	6,305,943	7,028,918	3,023,578	144,920
2028	6,459,074	6,723,746	3,366,427	959,863
2029	6,453,493	3,111,458	3,070,951	513,826
2030	6,614,376	41,147,601	2,998,527	102,354
2031	6,780,201	43,416,001	3,175,733	1,719,621
2032	6,949,229	8,310,982	3,019,596	3,624,446
2033	7,123,449	3,967,892	3,286,679	6,202,499
2034	7,301,033	8,040,867	4,307,684	2,680,650
2035	7,484,073	14,468,479	3,691,054	2,106,252
2036	7,670,648	14,314,068	4,570,326	2,292,234
2037	8,072,141	24,380,413	3,360,228	823,118
2038	8,268,161	27,777,439	3,548,113	124,008
2039	8,261,016	10,018,975	3,931,883	56,060
2040	8,466,960	9,433,012	4,815,766	1,962,152

Year Of Expenditure	Downtown Crossing		East End Crossing	
	O&M Costs	Lifecycle Costs	O&M Costs	Lifecycle Costs
2041	8,679,230	7,185,185	4,889,554	1,739,552
2042	8,895,600	9,255,892	4,301,965	421,426
2043	9,118,616	8,637,321	4,035,064	305,868
2044	9,345,940	6,554,805	4,338,931	1,421,674
2045	9,580,246	9,886,258	4,707,924	1,277,540
2046	9,819,078	11,404,284	6,921,166	7,861,223
2047	10,333,022	16,066,382	5,928,210	5,479,792
2048	10,583,945	10,814,751	5,242,859	7,228,581
2049	10,574,799	7,016,951	4,849,602	5,834,502
2050	10,838,425	10,475,513	6,808,890	9,926,803
2051	11,110,149	13,282,810	7,191,241	5,670,512
2052	11,387,120	15,904,127	2,651,047	642,596
2053	11,672,600	10,059,074	134,961,355	74,639,116
2054	11,963,593	57,100,056	-	-
2055	12,263,525	108,408,619	-	-
2056	12,569,250	114,999,142	-	-
2057	13,227,142	131,496,444	-	-
2058	13,548,345	134,605,268	-	-
2059	13,536,637	66,332,285	-	-
2060	13,997,771	22,468,491	-	-
2061	14,472,362	2,320,755	-	-
2062	14,833,170	4,222,611	-	-
2063	15,205,025	4,258,573	-	-
2064	15,954,108	8,898,974	-	-
2065	16,724,048	16,214,695	-	-
2066	17,145,837	15,888,584	-	-
2067	18,022,661	52,303,219	-	-
2068	18,464,569	52,720,943	-	-
Total	**506,294,035**	**1,169,291,563**	**269,922,711**	**149,278,233**

CHAPTER 6. Risk Identification and Other Factors

INTRODUCTION

This chapter addresses a number of important factors that could affect the Project and, in particular, the financial plan for the Project. These risks fall under one or more of the following categories: Project Cost, Project Schedule, Financing and Revenue, and Long-term Operations and Maintenance. Significant consideration has been given to identifying risks and potential mitigation measures, and this chapter outlines these factors and provides updates to those presented in the IFP. Additionally, this chapter addresses the impact of each state's financial contribution to the Project on their respective statewide transportation programs.

PROJECT COST RISKS AND MITIGATION STRATEGIES

The following factors have been identified as possible reasons for cost overruns. Additional detail can be found in the Cost Estimate Review document prepared by the states and the Federal Highway Administration in 2012 as well as the Project Management Plan for the Project.

Table 6-1. Project Cost – Risks and Mitigation Strategies

Risk	Mitigation Strategy
Inflation	
Highway construction inflation has been very volatile over the past several years and could significantly increase the cost of the Project.	The states have entered into design-build and availability payment P3 agreements for the vast majority of their respective project components, transferring most of the risk to the private sector design-builder or developer. Reasonable inflationary assumptions based on recent and historical trends in construction inflation have been included in all remaining cost estimates.
Contingency	
The amount of contingency factored into Project cost estimates may be insufficient to cover unexpected costs or cost increases.	The design-build and availability payment concession structures transfer much of this risk from the public to the private sector design-builder or developer.
Cost Overruns During Construction	
Cost overruns after start of construction could result in insufficient upfront funds to complete the Project.	A design-build or availability payment concession structure (with guaranteed maximum price contracts) helps transfer much of this risk from the public to the private sector design-builder or developer.

PROJECT SCHEDULE RISKS AND MITIGATION STRATEGIES

The following risks have been identified as those that may affect Project schedule and, therefore, the ability of the Project Sponsors to deliver the Project on a timely basis.

Table 6-2. Project Schedule – Risks and Mitigation Strategies

Risk	Mitigation Strategy
NEPA Litigation	
Lawsuits filed within the statutory protest period may result in significant delays to the start of construction and expose the Project to additional inflationary costs.	On January 4, 2013, INDOT and KYTC reached a settlement agreement with the National Trust for Historic Preservation and River Fields, Inc. – agreeing to dismiss a lawsuit in exchange for additional commitments to historic preservation and public involvement. On July 17, 2013, the courts dismissed an additional suit that had been brought by the Coalition for the Advancement of Regional Transportation (CART). CART subsequently appealed the decision and the appeal has been fully briefed as of the end of 2013. The states do not anticipate that the resolution of this matter will have any material adverse effect on the Project. To mitigate the potential impacts of any future litigation that could cause schedule delays and cost escalation, risk and mitigation measures were addressed in the Environmental Impact Statement (EIS). The BSMT intends to adhere to the recommendations outlined in the EIS.
Permits and Approvals	
Delays in the receipt of permits and approvals may delay the start of construction.	NEPA has been approved and all significant permits have been received or are in process. Subsequent responsibility for permit revisions resulting from revisions, updates based on time limitations, and local permits associated with specific construction activities will be transferred to the developers for both the Downtown Crossing and East End Crossing and are addressed directly in the relevant contract documents.
ROW Acquisition	
A large number of ROW parcels will need to be acquired for the Project and variances in cost and time forecasts may impact both Project cost and schedule.	All rights of way have been purchased or rights-of-entry received for the Project.

Risk	Mitigation Strategy
Unanticipated Site Conditions	
As materials are exposed, unanticipated geotechnical concerns for the construction of the tunnel, in particular, and for other subsurface construction of other structures could be identified that may delay the schedule or increase costs.	Extensive analysis was undertaken as part of the FEIS process. The Developers were responsible for doing a reasonable and prudent site investigation before making their proposal. The failure of the Developer to perform its own testing, or to make themselves aware of already existing subsurface information, shall preclude the Developer from presenting any claim for conditions that such preparation and measures might have revealed, or that might have been reasonably anticipated after such reviews. The Developer was specifically instructed that geotechnical and environmental reports on contamination regarding site conditions were provided for information only and would not serve as a basis for any claims. Additionally, geotechnical investigations are ongoing on several sections of the Project and results do not indicate any significant problems.
Schedule Coordination	
Due to the size and complexity of the Project, poor project scheduling and coordination could delay the project schedule.	Design-build and availability payment concessionP3concessionP3 structures help transfer much of this risk from the public to the private sector design-builder or concessionaire. The State Transportation Authorities (STA) are not liable to the Developer for any claims, costs, losses, damages, or time extensions sustained by the Developer as a result of his own actions. Time extensions and potential change orders are permitted only if it is shown to be the sole fault of the STA or its contactors associated with the project oversight and that it, affects the critical path schedule and cannot be mitigated through the use of manpower and equipment in other aspects of the project.

FINANCING AND REVENUE RISKS AND MITIGATION STRATEGIES

The following risks may negatively affect the Project Sponsors' ability to finance the Project cost-effectively and operate and maintain the Project over time. For each risk, this table provides a summary of potential mitigation strategies.

Table 6-3. Financing and Revenue – Risks and Mitigation Strategies

Risk	Mitigation Strategy
Availability of State and Federal Funding	
The states have identified and committed various levels of conventional funding for the Project within the timeframe of their budget planning cycles. Funding beyond this period is subject to appropriation risk.	Within procedural limitations, the states have demonstrated a strong commitment to ensuring that the Project is delivered given the investment of funds to date and issuance of GARVEE bonds by the Commonwealth of Kentucky. Kentucky has included the Project in its current biennial budget and subsequent 4-year Highway Plan at the funding levels reflected in this financial plan document. Indiana has included the Project in INDOT's internal budgeting and financial control systems at the requisite funding levels. On a bi-annual basis, IFA will provide INDOT an annual budget which details the amount of funds to be appropriated to INDOT to meet annual payment requirements. In addition, all anticipated funding amounts will be reflected in Indiana's fiscally-constrained Statewide Transportation Improvement Program (STIP) and the FY 2011 – 2015 Transportation Improvement Program (TIP) for the metropolitan region.
Toll Revenue Risk	
Toll revenues could be less than projected, which could jeopardize the ability for Project debt to be repaid and for sufficient funds to be available for long-term operations and maintenance.	While uncertainty inherently exists in traffic and revenue forecasts, a series of investment-grade traffic and revenue reports and sensitivity analyses have been performed. These reports help ensure financing is based on the most realistic and reasonable toll revenue estimates. Initial toll rates have been approved by the Joint Tolling Body of the states. Kentucky's financial plan includes two separate debt service reserve funds for toll revenue bonds and for the TIFIA loan to help address potential revenue shortfall. Indiana will provide any additional funds required to supplement its share of toll revenues from conventional federal and state funding.

Risk	Mitigation Strategy
Toll Collection Risk	
Toll revenues could be less than forecasted if toll collection mechanisms are inadequate or ETC equipment deficiencies result in the inability to identify users of the Project.	A toll system developer and operator will be procured for both crossings to ensure that the most reliable electronic tolling equipment is utilized and all steps are taken to minimize toll evasion. The toll revenue forecasts include an estimate of "leakage", i.e. an amount of revenues lost due to transactions for which the license plates cannot be read or the toll proves otherwise uncollectible.
Capital Market Access	
Capital market volatility could limit access to future financing and/or increase financing costs.	This risk is fully mitigated. All planned debt has been issued for the Project.
Availability of Federal Financing Tools	
Uncertainty surrounding the availability of federal financing via the TIFIA program will have an impact on the risk level of the finance plan for the Project.	TIFIA financing has been secured for Kentucky's portion of the Project. The only remaining risk is that associated with meeting conditions precedent to draw on the TIFIA loan at the planned future date prior to BAN maturity. KYTC and KPTIA will remain diligent in ensuring all conditions are met and loan proceeds available on the intended schedule.
Uncertainty surrounding the availability of federal highway funding could limit access to future discretionary funding (e.g. TIGER).	The Project financial plan does not rely on additional federal discretionary funds beyond those already committed to the Project.

PROCUREMENT RISKS AND MITIGATION STRATEGIES

The following risks may affect the Project Sponsors' ability to implement the Project due to risks associated with the procurement of the Downtown Crossing under a design-build contract and the East End Crossing as an Availability Payment concession.

Table 6-4. Procurement – Risks and Mitigation Strategies

Risk	Mitigation Strategy
Delay in Procurement	
One of the Crossings suffers a delay in completion, resulting in lower than expected revenue across the Project.	A Bi-state Development Agreement has been entered into that address the risks associated with a delay in completion of one of the Crossings. The Agreement establishes that tolling operations shall commence when either the New Downtown Crossing Bridge or the East End Crossing is sufficiently complete to be open to traffic or by June 30, 2018, whichever is earlier. Should any of the planned work be canceled or materially delayed for either Crossing, the states' parties shall use their best efforts and work together in good faith to identify and implement appropriate measures to ensure that construction of the entire Project will be completes as contemplated in the RROD.
The states do not receive affordable bids or are not able to reach commercial or financial close on their respective procurements.	Each state has entered into binding agreements with the design-builder and P3 developer for the Project.

IMPACT ON STATEWIDE TRANSPORTATION PROGRAMS

Both states have made specific commitments to the completion of the Project. Based on expectations of federal funding availability, as well as expectations regarding the availability of corresponding state transportation funds, the Project Sponsors believe that the federal-aid highway formula, federal discretionary, and state transportation funds identified in this Interim Financial Plan Update are reasonably expected to be available, and without adverse impacts on either state's overall transportation programs or other funding commitments.

Kentucky will continue to make specific funding commitments to the Project based on the State's standard two-year budget procedures and in accordance with the state's Highway Plan. The Six-Year Highway Plan ensures that funding for the Project is fully considered in the context of any potential impact on other projects in the state's transportation program. Kentucky has designed its portion of the Project financing to minimize impacts on other transportation needs around the Commonwealth. Based on Kentucky's Six-Year Plan, the planned $50 million in annual funding represents approximately 8 percent of Kentucky's overall federal program and just over 5 percent of the Commonwealth's total program. Kentucky's funding participation is also reflected in the fiscally-constrained Statewide Transportation Improvement Program (STIP) and the FY 2011 – 2015 Transportation Improvement Program (TIP) for the metropolitan region.

Indiana has provided for substantial funding for the Project through a combination of state and federal funding, including but not limited to the State's *Major Moves* Transportation Program. Indiana will continue to make specific financial commitments to the Project based on its standard budget procedures and in accordance with the State's Transportation Plan, which takes into account the needs of the overall transportation program and other projects throughout the State. INDOT and IFA are using the biennial appropriations for Availability Payments to show that Indiana is budgeting these appropriations out of INDOT's Capital Program. INDOT estimates that these future payments will be 5-8 percent of its capital program. To date, funding for the Project has been 2-3 percent of the Interstate Maintenance and National Highway System funding categories and approximately 6 percent of state funding. In addition to being reflected in internal budget and financial control systems, all anticipated funding amounts are reflected in the fiscally-constrained Statewide Transportation Improvement Program (STIP) and the FY 2011 – 2015 Transportation Improvement Program (TIP) for the metropolitan region.

Chapter 7. Cost & Revenue History

Introduction

Since the approval of the Initial Financial Plan, the revenue sources and project scope changed significantly, as described in the 2013 Annual Update and summarized in this chapter. This chapter does not include updates to cost and revenue information subsequent to the 2013 Annual Update except to the extent that it relates to Kentucky's final funding sources as reflected in the recently closed TIFIA financing.

Cost & Schedule History

Table 7-1 and Figure 7-1 provide the updated cost and schedule for the Project, as reflected in the 2013 Financial Plan Update and compared to the 2012 IFP.

2013 Financial Plan Update Discussion: As shown, Project costs have been reduced by approximately $239.5 million. This reflects final bids for the Project and an accelerated construction timetable for both Crossings.

Table 7-1. Project Cost History
(exclusive of financing and interest costs during construction)

Total Project Costs in Year of Expenditure Dollars (in millions)			
Project Segment	**2012 IFP**	**2013 Update**	**Difference**
Downtown Crossing			
Section 1 - Kennedy Interchange	659.8	586.4	(73.4)
Section 2 - Downtown Bridge	357.8	323.2	(34.5)
Section 3 - Downtown IN Approach	197.7	182.9	(14.8)
Kentucky Other Costs	92.3	176.2	83.9
Total Downtown Crossing	**1,307.6**	**1,268.7**	**(38.9)**
East End Crossing			
Section 4 - KY East End Approach	737.6	500.7	(236.8)
Section 5 - East End Bridge	284.4	247.5	(36.9)
Section 6 - IN East End Approach	196.1	218.7	22.6
Indiana Other Costs	58.2	108.7	50.5
Total East End Crossing	**1,276.3**	**1,075.7**	**(200.6)**
PROJECT TOTAL	**2,583.9**	**2,344.4**	**(239.5)**

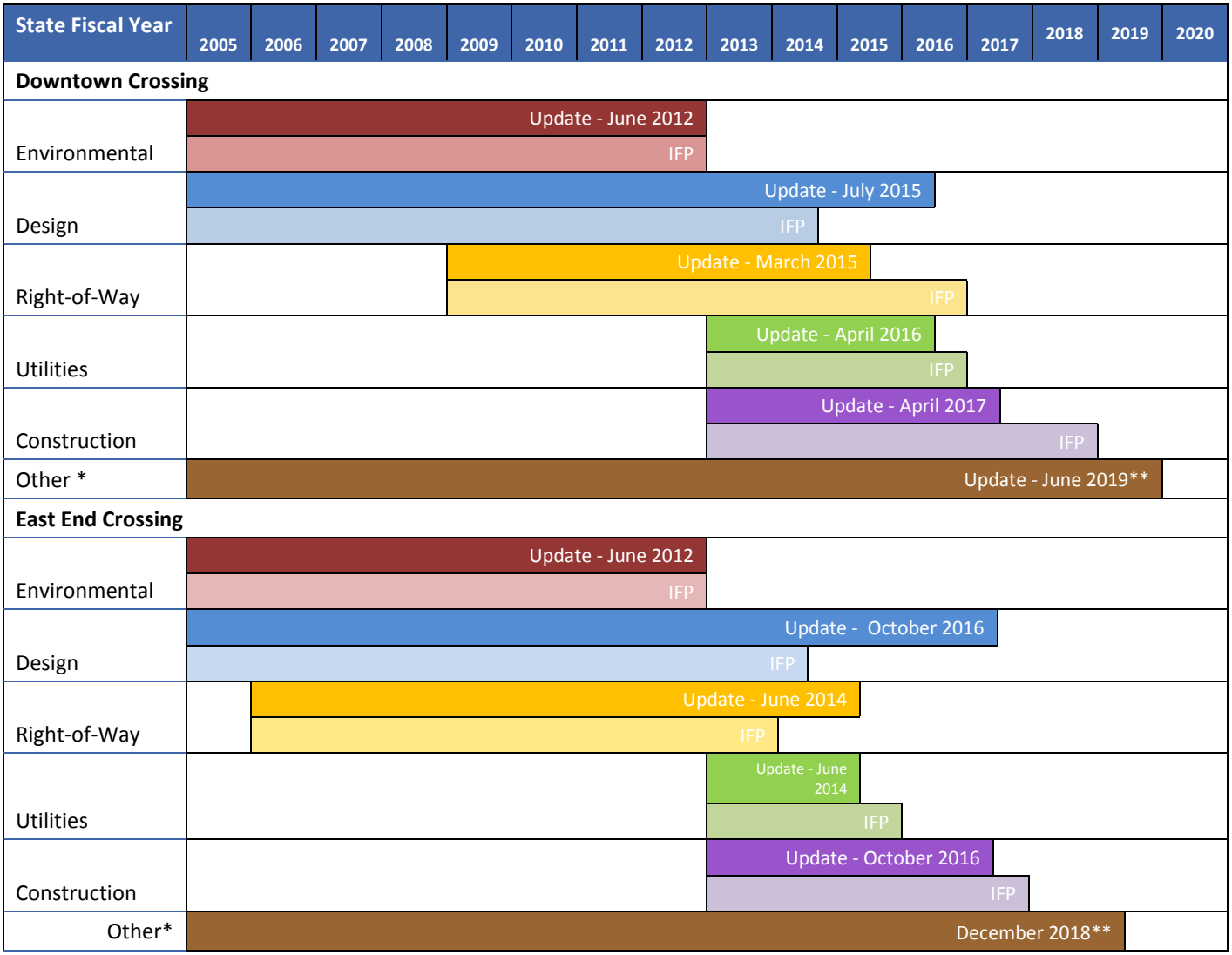


Figure 7-1. Project Schedule History

REVENUE & FUNDING HISTORY

Figure 7-2 provides the updated baseline sources of funds for the Project, as reflected in more detail in Chapters 4 and 5 of this Financial Plan Update.

2014 Interim Financial Plan Update Discussion: Project revenues have been adjusted from the 2012 IFP to reflect reduced Project costs and to incorporate the updated and more detailed financing plans for both Crossings. This results in a higher total Project funding than reflected in the 2012 IFP, primarily due to the fact that the schedule is now inclusive of financing costs during construction and additional reserves for Indiana. As shown in Chapter 4 (see Table 4.1), Kentucky has additional funds planned to be available to address further financing contingencies as needed. The schedule below also reflects the adjustment for accounting for Indiana Milestone Payments. In the 2013 Financial Plan Update, these costs are accounted for along with other state funding whereas in the 2012 Initial Financial Plan, Milestone Payments were accounted for in the Developer financing line items.

Sources of Funds During Construction (Nominal, $000)					
Source	**2012 IFP**	**2013 Update**	**Difference**	**2014 Interim Update**	**Difference to 2013 Update**
KY State & Federal Funding	$432,633	$429,540	($3,092)	$429,540	$0
KY GARVEE Bonds	$336,000	$337,302	$1,302	$337,302	$0
IN State & Federal Funding	$518,412	$645,190	$126,777	$645,190	$0
KY Toll Revenue Bonds	$583,674	$296,538	$198,936	$271,730	($24,809)
KY TIFIA/BANs		$486,072		$493,606	$7,534
IN Milestone PABs (Series B)	$713,136	$18,944	($127,136)	$18,944	$0
IN Long-Term PABS (Series A)		$488,912		$488,912	$0
Developer Risk Capital		$78,145		$78,145	$0
Relief Events Reserve Account	$0	$45,000	$45,000	$45,000	$0
Total Sources	**$2,583,855**	**$2,825,642**	**$241,787**	**$2,808,368**	**($17,274)**

Figure 7-2. Project Funding Sources History

Chapter 8. Cost & Revenue Trends

INTRODUCTION

This chapter reviews cost and revenue trends for the Project on an annual basis. The information presented is current as of the 2013 Financial Plan Update and have not been updated as part of this Interim Update.

CURRENT COST TRENDS

As shown in Chapter 2, the Project has realized a significant cost savings over the past year, due to the competitive nature of bids that were submitted for both Crossings.

The cost estimate of $2.34 billion is lower than the prior year's official cost estimate as presented in the IFP of $2.58 billion. The variance is attributable to a number of factors, including:

- Walsh Construction's proposed completion of the Downtown Crossing 18 months ahead of schedule, and cost savings of approximately $90 million compared to initial cost estimates.
- WVB's proposed completion of the East End Crossing nearly eight months ahead of schedule, and cost savings of approximately $228 million compared to initial cost estimates.
- The inclusion of estimated costs for the toll collection system for both crossings.
- The finalization of negotiated contracts with the states' respective Technical Teams and the GEC provides actual contract dollars as opposed to estimated dollars for oversight and other services.
- The completion of right-of-way (ROW) acquisition provides actual ROW expenditures in place of previously estimated costs.

CURRENT REVENUE TRENDS

As shown in Chapter 4, the revenue and funding sources for the Project have been updated to correspond with the revised Project costs, schedule, and financing plans. As shown in that chapter, sufficient resources are available to meet reasonably anticipated Project costs, to meet financing costs, and to fund necessary contingency reserves.

FUTURE IMPLICATIONS OF TRENDS

Following a significant adjustment between the 2012 IFP and the 2013 Financial Plan Update, the Project expects costs and revenues to remain stable such that current budgets are expected to be adequate.

ADJUSTMENTS IN FINANCIAL PLAN TO ACCOUNT FOR TRENDS

The 2013 Financial Plan Update was updated to reflect trends noted over the preceding year. If future trends should arise, the Project Sponsors are committed to identifying and acting on those trends in a timely manner and those trends will be reflected in the routine management reporting tools and meetings.

Chapter 9. Revenue Shortfall Mitigation

This Interim Annual Update to the Financial Plan for the Project includes all necessary federal and state revenues to offset the anticipated expenditures through the end of the Project. Should shortfalls in revenue occur in the future, the Project Sponsors are committed to identifying and acting on the shortfall as described in Chapter 4 of this financial plan.

Chapter 10. Significant Cost Reductions

INTRODUCTION

This section identifies those individual budgets (by cost category for this Interim Annual Update) that as of the 2013 Financial Plan Update experienced a reduction in cost in excess of $10 million relative to the estimates included in the IFP for the Project. Future annual updates will include additional detail once the Project is fully in the construction phase.

DOWNTOWN CROSSING

The table below compares the Initial Financial Plan Estimate for the Downtown Crossing with estimates as of the 2013 Financial Plan Update and lists causes for major reductions (see Chapter 11 for explanation of significant cost increases). Note that the Initial Financial Plan estimates were based on pre-bid internal cost estimates and the current estimates are based on actual bid prices. The design-build procurement produced a savings of approximately $101 million in the Design, Utilities, and Construction elements of the Downtown Crossing. This was due in large part to the 18 month schedule savings presented by the winning Design Build Team. The accelerated schedule compresses original phasing concepts but shows a major time savings by placing bi-directional traffic on the new cable-stayed bridge during the re-decking of the existing Kennedy Bridge.

Table 10-1a. Significant Cost Reduction Summary – Downtown Crossing

DOWNTOWN CROSSING	Initial Financial Plan Estimate	2013 Update Estimate	Difference	Cause For Reduction
Section 1				
Oversight	54,376,471	44,915,154	(9,461,317)	
Design	93,089,315	125,300,847	32,211,532	
Right of Way	37,520,561	36,889,480	(631,081)	
Utilities	8,359,329	7,262,415	(1,096,914)	
Construction	**456,064,047**	**368,991,704**	**(87,072,343)**	**Design-build bid and contract below engineer's estimate, due in some part to accelerated schedule**
Mitigation/Other	10,395,954	3,000,000	(7,395,954)	
Section 1 Total	**659,805,677**	**586,359,600**	**(73,446,077)**	
Section 2				
Oversight	34,138,312	28,709,777	(5,428,535)	
Design	34,724,993	49,726,493	15,001,500	
Construction	**288,895,929**	**244,795,831**	**(44,100,098)**	**Design-build bid and contract below engineer's estimate, due in some part to accelerated schedule**
Mitigation/Other	-	-	-	
Section 2 Total	**357,759,234**	**323,232,102**	**(34,527,132)**	
Section 3				
Oversight	17,346,467	14,375,069	(2,971,398)	
Design	13,137,339	27,060,431	13,923,092	
Right of Way	18,009,994	21,411,208	3,401,214	

DOWNTOWN CROSSING	Initial Financial Plan Estimate	2013 Update Estimate	Difference	Cause For Reduction
Utilities	501,167	6,112,551	5,611,384	
Construction	**148,361,494**	**112,865,852**	**(35,495,642)**	**Design-build bid and contract below engineer's estimate, due in some part to accelerated schedule**
Mitigation/Other	385,858	1,072,523	(686,665)	
Section 3 Total	**197,742,319**	**182,897,634**	**(14,844,685)**	
Kentucky Other Costs				
Other Costs	92,284,594	176,205,189	(83,920,595)	
Downtown Crossing Total	**1,307,591,824**	**1,268,694,525**	**38,897,299**	

EAST END CROSSING

The tables below compare the Initial Financial Plan Estimate for the East End Crossing with estimates as of the 2013 Annual Update and lists causes for major reductions or increases. Note that the Initial Financial Plan estimates were based on pre-bid internal cost estimates and the current estimates are based on actual bid prices. The P3 type contract and the market conditions, with four highly qualified and motivated teams, resulted in a net savings of $228 million for the East End Crossing, with the largest savings being in Section 4, particularly in the cost of constructing the tunnel. Note that the winning bidder proposed to reduce the tunnel length by 14 percent, and reduced the distance between the tunnel bores and raised the roadway profile to save 500,000 cubic yards of rock excavation.

Table 10-1b. Significant Cost Reduction Summary – East End Crossing

EAST END CROSSING	Initial Plan Estimate	2013 Update Estimate	Difference	Cause For Reduction
Section 4				
Oversight	**65,304,764**	**49,653,037**	**(15,651,727)**	**Schedule and P3 Contract Terms**
Design	**67,375,680**	**53,939,025**	**(13,436,655)**	**Bid line item allocation**
Right of Way	36,070,174	44,853,123	8,782,949	
Utilities	20,133,055	12,822,675	(7,310,380)	
Construction	**547,144,621**	**338,250,507**	**(208,894,114)**	**Lower tunnel and overall construction costs due to actual bid**
Mitigation/Other	1,543,430	1,224,550	(318,880)	
Section 4 Total	**737,571,724**	**500,742,917**	**(236,828,807)**	
Section 5				
Oversight	**26,657,959**	**15,360,940**	**(11,297,019)**	**Schedule and P3 Contract Terms**
Design	33,829,236	48,877,691	15,048,455	
Construction	**223,905,930**	**183,292,227**	**(40,613,703)**	**Overall lower construction costs due to actual bid**
Mitigation/Other	-	-	-	
Section 5 Total	**284,393,125**	**247,530,858**	**(36,862,267)**	
Section 6				
Oversight	16,327,685	9,428,870	(6,898,815)	
Design	20,064,101	24,016,753	3,952,652	.
Right of Way	17,230,612	21,369,621	4,139,009	

EAST END CROSSING	Initial Plan Estimate	2013 Update Estimate	Difference	Cause For Reduction
Utilities	3,198,943	11,740,508	8,541,565	.
Construction	139,237,220	152,103,184	12,865,964	
Mitigation/Other	-	-	-	
Section 6 Total	**196,058,561**	**218,658,936**	**22,600,375**	
Indiana Other Costs				
Other Costs	58,239,599	108,727,368	(50,487,769)	
East End Crossing Total	**1,276,263,009**	**1,075,660,079**	**200,602,930**	

Chapter 11. Significant Cost Increases

Introduction

This section identifies those individual budgets (by cost category for this Interim Annual Update) that experienced an increase in cost in excess of $10 million as of the 2013 Annual Update relative to the estimates included in the IFP for the Project. Future annual updates will include additional detail once the Project is fully in the construction phase.

Downtown Crossing

Table 11-1a. Significant Cost Increase Summary – Downtown Crossing

DOWNTOWN CROSSING	Initial Plan Estimate	2013 Update Estimate	Difference	Cause For Increase
Section 1				
Oversight	54,376,471	44,915,154	(9,461,317)	
Design	**93,089,315**	**125,300,847**	**32,211,532**	**Bid line item allocation**
Right of Way	37,520,561	36,889,480	(631,081)	
Utilities	8,359,329	7,262,415	(1,096,914)	
Construction	456,064,047	368,991,704	(87,072,343)	
Mitigation/Other	10,395,954	3,000,000	(7,395,954)	
Section 1 Total	**659,805,677**	**586,359,600**	**(73,446,077)**	
Section 2				
Oversight	34,138,312	28,709,777	(5,428,535)	
Design	**34,724,993**	**49,726,493**	**15,001,500**	**Bid line item allocation**
Construction	288,895,929	244,795,831	(44,100,098)	
Mitigation/Other	-	-	-	
Section 2 Total	**357,759,234**	**323,232,102**	**(34,527,132)**	
Section 3				
Oversight	17,346,467	14,375,069	(2,971,398)	
Design	**13,137,339**	**27,060,431**	**13,923,092**	**Bid line item allocation**
Right of Way	18,009,994	21,411,208	3,401,214	
Utilities	501,167	6,112,551	5,611,384	
Construction	148,361,494	112,865,852	(35,495,642)	
Mitigation/Other	385,858	1,072,523	686,665	
Section 3 Total	**197,742,319**	**182,897,634**	**(14,844,685)**	
Kentucky Other Costs				
Other Costs	92,284,594	176,205,189	(83,920,595)	**The current estimate includes Toll System Costs as well as financing and interest costs during construction. It also includes refined project-wide oversight costs.**
Downtown Crossing Total	**1,307,591,824**	**1,268,694,525**	**38,897,299**	

EAST END CROSSING

Table 11-1b. Significant Cost Increase Summary – East End Crossing

EAST END CROSSING	Initial Plan Estimate	2013 Update Estimate	Difference	Cause For Increase
Section 4				
Oversight	65,304,764	49,653,037	(15,651,727)	
Design	67,375,680	53,939,025	(13,436,655)	
Right of Way	36,070,174	44,853,123	8,782,949	
Utilities	20,133,055	12,822,675	(7,310,380)	
Construction	547,144,621	338,250,507	(208,894,114)	
Mitigation/Other	1,543,430	1,224,550	(318,880)	
Section 4 Total	**737,571,724**	**500,742,917**	**(236,828,807)**	
Section 5				
Oversight	26,657,959	15,360,940	(11,297,019)	
Design	**33,829,236**	**48,877,691**	**15,048,455**	**Bid line item allocation**
Construction	223,905,930	183,292,227	(40,613,703)	
Mitigation/Other	-	-	-	
Section 5 Total	**284,393,125**	**247,530,858**	**(36,862,267)**	
Section 6				
Oversight	16,327,685	9,428,870	(6,898,815)	
Design	20,064,101	24,016,753	3,952,652	
Right of Way	17,230,612	21,369,621	4,139,009	
Utilities	3,198,943	11,740,508	8,541,565	.
Construction	**139,237,220**	**152,103,184**	**12,865,964**	**Bid line item allocation**
Mitigation/Other	-	-	-	
Section 6 Total	**196,058,561**	**218,658,936**	**22,600,375**	
Indiana Other Costs				
Other Costs	58,239,599	108,727,368	(50,487,769)	**Procurement process expenses, P3 contract administration, Toll System costs**
East End Crossing Total	**1,276,263,009**	**1,075,660,079**	**200,602,930**	

TIFIA ADDENDUM

INTRODUCTION

This addendum provides additional detail as required by Kentucky's closing of a TIFIA loan for a portion of its share of the overall Project. This addendum provides a summary of TIFIA-eligible project expenditures as of December 31, 2013.

TIFIA-ELIGIBLE PROJECT COSTS

Table A-1, below, provides a summary of TIFIA-eligible direct Project costs by cost category for Kentucky's share of the overall Project. Following this, Table A-2 provides a summary of all TIFIA-eligible elements, including financing costs, corresponding to the final TIFIA loan agreement.

As part of closing on the TIFIA loan, there was one minor adjustment made to the State Fiscal Year project costs. Project-wide costs for the Downtown Crossing were adjusted to $35,880,869 from $39,400,000. This adjustment is reflected in the sources and uses and cash flow tables and charts in Chapter 5. Project costs in Chapter 2 will be updated at the time of the next full Annual Update.

Table A-1. TIFIA-Eligible Direct Project Costs

I. Construction Cost

	Certified Historical Expenses											Estimated Future Expenses						
	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
Kentucky Pre-Construction Costs																		
Section 1																		
Oversight				18,047	706		69,608	52,664	217,433	264,552	504,040							1,127,050
Design				3,763,441	14,040,545	3,837,432	5,872,997	927,998	6,620,532	6,057,692	1,318,315							42,438,951
Mitigation/Other						5,657	22,040	5,631	118,525	5,623	27,824							185,299
Right of Way							2,222,243	3,627,222	3,558,832	-450,269	12,600,489	9,100,000	3,500,000					34,158,517
Utilities and Project Wide								2,439	628	47,916	65,519							116,502
Contingency												10,185,884	5,811,837	3,920,047	1,593,860			21,511,628
Section Total				3,781,487	14,041,250	3,843,089	8,186,888	4,615,954	10,515,950	5,925,514	14,516,187	19,285,884	9,311,837	3,920,047	1,593,860			99,537,948
Section 2																		
Design				1,902,555	946,522	931,516	1,061,404	3,718	39,538	1,973,325	840,911							7,699,489
Oversight																		
Mitigation/Other								43	2,154		225							2,422
Utilities and Oversight											2,902							2,902
Contingency												6,713,814	3,228,512	1,796,047	680,233			12,418,606
Repair Allowance												400,000		600,000				1,000,000
Section Total				1,902,555	946,522	931,516	1,061,404	3,761	41,692	1,973,325	844,038	7,113,814	3,228,512	2,396,047	680,233			21,123,419
Section 3																		
Oversight																		
Design																		
Right of Way																		
Contingency												3,001,581	1,579,814	1,162,791	325,581			6,069,767
Section Total												3,001,581	1,579,814	1,162,791	325,581			6,069,767
Section 4																		
Oversight			39	1,373	169,374	1,964,186	2,481,249	10,645	226,005	113,802	271,533							5,238,206
Design			1,783,929	4,370,126	7,314,407	1,851,322	1,864,878	873,942	2,049,167	6,962,095	810,561							27,880,427
Mitigation/Other						1,039	113				57,217							58,369
Right of Way				1,821,750	8,025	799,478	2,044,529	2,090,051	12,949,041	9,142,826	15,404,598							44,260,298
Utilities and Project Wide				1,437	376		8,900			1,172,024	52,660							1,235,397
Section Total			1,783,968	6,194,686	7,492,182	4,616,025	6,399,669	2,974,638	15,224,213	17,390,747	16,596,569							78,672,697
Total Pre-Construction			**1,783,968**	**11,878,728**	**22,479,954**	**9,390,630**	**15,647,961**	**7,594,353**	**25,781,855**	**25,289,586**	**31,956,794**	**29,401,279**	**14,120,163**	**7,478,885**	**2,599,674**			**205,403,831**
Design-Build Contract Walsh Construction											**95,937,121**	**309,310,676**	**246,562,876**	**144,172,601**	**64,016,727**			**860,000,001**

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
Other Project-Wide Costs																		
Previously expended Project Wide	304,840	1,120,091	11,800,104	4,741,241	5,506,167	7,403,896	2,622,676	8,876,164	5,224,661	13,714,244	12,488,357							73,802,440
Stipends for unsuccessful bidders											3,000,000							3,000,000
State Oversight of Downtown											1,105,954	29,694,046	26,400,000	26,400,000	4,400,000			88,000,000
QA audits of East End											167,883	4,032,117	3,600,000	3,600,000	600,000			12,000,000
TARC Commitments (KYTC Share)											10,000,000							10,000,000
Toll Integrator/Operator (KYTC Share)												2,500,000	5,500,000	5,500,000	4,500,000			18,000,000
Tolling Oversight (KYTC Share)												800,000	1,000,000	1,000,000	1,200,000			4,000,000
KY Heritage Council Craftsmans Training												700,000	600,000	150,000	50,000			1,500,000
Noise Wall Streetscaping/Post Construction															2,000,000	4,000,000	4,000,000	10,000,000
Workforce Development Program												2,000,000	500,000	250,000	250,000			3,000,000
Road Fund Expenses												16,714,246						16,714,246
Total Project Wide Costs	**304,840**	**1,120,091**	**11,800,104**	**4,741,241**	**5,506,167**	**7,403,896**	**2,622,676**	**8,876,164**	**5,224,661**	**13,714,244**	**26,762,194**	**56,440,409**	**37,600,000**	**36,900,000**	**13,000,000**	**4,000,000**	**4,000,000**	**240,016,686**

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
Aggregate Project Cost	**304,840**	**1,120,091**	**13,584,072**	**16,619,969**	**27,986,121**	**16,794,526**	**18,270,637**	**16,470,517**	**31,006,516**	**39,003,830**	**154,656,109**	**395,152,364**	**298,283,039**	**188,551,486**	**79,616,401**	**4,000,000**	**4,000,000**	**1,305,420,518**

Total Certified Historical Costs **335,817,228**

Total Estimated Future Costs **969,603,290**

Table A-2. TIFIA-Eligible Project Costs

TIFIA Loan Amount	
Eligible Construction Cost	1,305,420,518
Eligible Financing Cost	
Toll Revenue Bonds DSRF	27,567,037
Toll Revenue Bonds CAPI	40,941,189
Toll Revenue Bonds COI	217,649
TIFIA Tax-Exempt BAN CAPI	74,138,978
TIFIA Tax-Exempt BAN COI	473,058
TIFIA Taxable BAN CAPI	2,973,402
TIFIA Taxable BAN COI	29,276
Sub-Total	146,340,589
Eligible Cost	**1,451,761,107**
Allowed TIFIA Loan draw at BANs Maturity	**452,200,000**
% of Eligible Costs	**31.1%**

TIFIA-ELIGIBLE PROJECT EXPENDITURES

Table A-3, below, provides a summary of TIFIA-eligible project expenditures by cost category for Kentucky's share of the overall Project. Included in the chart are historical expenditures through State Fiscal Year 2013 certified to be eligible for TIFIA assistance by the Federal Highway Administration as well State Fiscal Year 2014 TIFIA-eligible expenditures as of December 31, 2013. This schedule will be updated as part of each annual update to the Financial Plan for the Project. There will be some Project costs excluded from this table based on their being ineligible for TIFIA purposes and there will be other costs included here that are not part of the Project definition for the purposes of the major project financial plan. These additional TIFIA-eligible costs relate primarily to the Big Four Bridge which is an eligible cost category for TIFIA purposes but not included in the Project definition for the purpose of the major project financial plan requirements. Expenditures related to this cost item are included in the table below under the Road Fund expenses line item.

Table A-3. TIFIA-Eligible Project Expenditures

Cost Category	Certified Historical Expenses											FY 2014 Expenses
	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY 2014 to 12/31/13
Kentucky Pre-Construction Costs												
Section 1												
Oversight				18,047	706		69,608	52,664	217,433	264,552	504,040	(238,309) *
Design				3,763,441	14,040,545	3,837,432	5,872,997	927,998	6,620,532	6,057,692	1,318,315	138,513
Mitigation/Other						5,657	22,040	5,631	118,525	5,623	27,824	
Right of Way							2,222,243	3,627,222	3,558,832	-450,269	12,600,489	2,496,467
Utilities and Project Wide								2,439	628	47,916	65,519	
Contingency												
Section Total				3,781,487	14,041,250	3,843,089	8,186,888	4,615,954	10,515,950	5,925,514	14,516,187	2,396,671
Section 2												
Design				1,902,555	946,522	931,516	1,061,404	3,718	39,538	1,973,325	840,911	
Oversight												
Mitigation/Other								43	2,154		225	
Utilities and Oversight											2,902	
Contingency												
Repair Allowance												
Section Total				1,902,555	946,522	931,516	1,061,404	3,761	41,692	1,973,325	844,038	
Section 3												
Oversight												
Design												
Right of Way												
Contingency												
Section Total												
Section 4												
Oversight			39	1,373	169,374	1,964,186	2,481,249	10,645	226,005	113,802	271,533	80,191
Design			1,783,929	4,370,126	7,314,407	1,851,322	1,864,878	873,942	2,049,167	6,962,095	810,561	159,903
Mitigation/Other						1,039	113				57,217	
Right of Way				1,821,750	8,025	799,478	2,044,529	2,090,051	12,949,041	9,142,826	15,404,598	178,257
Utilities and Project Wide				1,437	376		8,900			1,172,024	52,660	
Section Total			1,783,968	6,194,686	7,492,182	4,616,025	6,399,669	2,974,638	15,224,213	17,390,747	16,596,569	418,351
Total Pre-Construction			**1,783,968**	**11,878,728**	**22,479,954**	**9,390,630**	**15,647,961**	**7,594,353**	**25,781,855**	**25,289,586**	**31,956,794**	**2,815,022**
Design-Build Contract Walsh Construction											**95,937,121**	**127,033,334**
	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Other Project-Wide Costs												
Previously expended Project Wide	304,840	1,120,091	11,800,104	4,741,241	5,506,167	7,403,896	2,622,676	8,876,164	5,224,661	13,714,244	12,488,357	
Stipends for unsuccessful bidders											3,000,000	
State Oversight of Downtown											1,105,954	11,408,960
QA audits of East End											167,883	
TARC Commitments (KYTC Share)											10,000,000	
Toll Integrator/Operator (KYTC Share)												
Tolling Oversight (KYTC Share)												376,721
KY Heritage Council Craftsmans Training												
Noise Wall Streetscaping/Post Construction												
Workforce Development Program												
Road Fund Expenses												587,477
Total Project Wide Costs	**304,840**	**1,120,091**	**11,800,104**	**4,741,241**	**5,506,167**	**7,403,896**	**2,622,676**	**8,876,164**	**5,224,661**	**13,714,244**	**26,762,194**	**12,373,158**
	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014 to 12/31/13
Aggregate Project Cost	**304,840**	**1,120,091**	**13,584,072**	**16,619,969**	**27,986,121**	**16,794,526**	**18,270,637**	**16,470,517**	**31,006,516**	**39,003,830**	**154,656,109**	**142,221,514**
											Total Certified Historical Costs	**335,817,228**	**142,221,514**
												Total Costs for FY 2014 to Dec. 31, 2013

*** Note: Section 1 Oversight 2014 Expenditure line is negative because it reflects a correction to previous amounts which are now charged correctly to other cost categories.**

Appendix D: Interagency Consultation Conference Call Minutes

Interagency Consultation Conference Call

June 9, 2014

2:00 p.m. EDT

Participants

FHWA-KY	-- Bernadette Dupont
FHWA-IN	-- Janice Osadczuk
KYTC	-- Thomas Witt
LMAPCD	-- Craig Butler
TARC	-- Aida Copic
Clark County	-- Brian Dixon
New Albany	-- John Rosenbarger, Krisjans Streips, Larry Summers
Clarksville	-- Brittany Montgomery
Oldham County	-- Belinda Dimas
KIPDA	-- Mary Lou Hauber, Andy Rush, David Burton, and Randy Simon

Background

Recently, KIPDA staff has undertaken the steps necessary to update the Metropolitan Transportation Plan and the FY 2015 – FY 2018 Transportation Improvement Program. KIPDA staff compiled lists of proposed projects and distributed them—via e-mail—to the members of the Interagency Consultation group (IAC/ICG) on May 30, 2014 along with recommendations about how these changes should be handled with respect to the regional emissions analysis.

Discussion of Schedule

The current MTP will expire on November 9, 2014. Therefore KIPDA staff has begun a minor update of the MTP. The horizon year of the updated document is 2035. The schedule calls for public review to begin on July 13 and run through August 11. Staff anticipates that the TIP and MTP updates will be presented to the Transportation Policy Committee on August 28 for action, followed by transmittal of the documents to the federal review agencies.

Discussion of Planning Assumptions

The planning assumptions for the travel demand forecasting model were discussed. The analysis years will be 2015, 2020, 2025, 2030, and 2035 (previously the analysis years were 2015, 2020, and 2030). The air quality status classifications for proposed projects consists of exempt, exempt and can be modeled, non-exempt, and non-exempt and not regionally significant. KIPDA staff reviewed with the participants the attainment status for the Louisville area.

Changes to the KIPDA Travel Demand Model

Two significant changes to the KIPDA Travel Demand Model were discussed. The first change includes the addition of a small portion of northwest Shelby County, Kentucky to the 2010 census designated urbanized area for Louisville/Jefferson County, KY-IN. This area, approximately four square miles, has

been added into the KIPDA Travel Demand Model. The second change includes changes to the model based on the latest changes to the Ohio River Bridges tolling rates. The time penalties used in the KIPDA Model as surrogates to tolls in dollars were increased by approximately 40% to reflect the increase in the proposed toll rates on the I-65 and I-265 Ohio River Bridges.

Discussion of Projects

The project list was reviewed, including a recommendation concerning how they should be handled with respect to the regional emissions analysis. KIPDA staff and project sponsors discussed various projects and provided additional information, changes and/or clarification of those projects. The projects that were discussed include the following:

- **KIPDA ID 1489: KY 22 -** Reconstruct KY-22 to 5-lanes from Abbott Lane to KY-393 intersection and continuing with 3-lanes to old KY-393 (Centerfield Drive). Both segments will have a center turn lane. It was clarified that this project is being widened from 2 to 5 lanes from Abbott Lane to KY 393, and from 2 to 3 lanes from KY 393 to old KY 393 (Centerfield Drive).

- **KIPDA ID 365: KY 1065 (Outer Loop) -** KY 1065 (Outer Loop) intersection improvement at KY 864 (Fegenbush Lane) and KY 864 (Beulah Church Road). It was reported that this project was having turn lanes added. *Since the conference call, there has been clarification that travel lanes are being added to project from KY 864 to KY 1065 and the changes have been made to the travel demand model.*

- **KIPDA ID 1809: One-Way Street Conversion to Two-Way Phase 1, and**
  KIPDA ID 1810: One-Way Street Conversion to Two-Way Phase 2 – There was discussion of the revised descriptions of these two projects, where some streets were moving from Phase 1 to Phase 2 while others were moving from Phase 2 to Phase 1. KIPDA staff suggested that these changes were considered to be regionally significant and should undergo the full update/amendment process as opposed to an administrative modification. There was consensus among the group that this is correct and the project cannot be administratively modified in the TIP.

- **KIPDA ID 2152: I-71 -** Widen priority section of I-71 between I-265 and Crestwood. There was clarification that this project is being widened from 4 to 6 lanes.

It was reiterated that the Transportation Improvement Program is a subset of the Metropolitan Transportation Plan, and therefore the air quality conformity determination for the Metropolitan Transportation Plan will serve as the conformity determination for the TIP.

The conference call adjourned.

While attendance of this conference call was relatively low, the entire Interagency Consultation Group was invited to participate.

Appendix E: Regional Priorities

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Horizon 2035 Long Range Transportation Plan Regional Priorities

Priority Name	Description	Project Eligibility Requirements
Safety	Improve safety on roadways and interstates	Stated project/program Purpose and Need addresses existing transportation safety issues where a high number of documented crashes have occurred. Stated project/program Purpose and Need addresses corridors where existing safety issues or the potential for future unsafe conditions may occur without the benefit of mitigating actions that have been identified through a safety study or other transportation-related study/analysis. Meets the criteria for using HES / Safety funding.
Congestion Management	Improve traffic flow on roadways and interstates during peak travel hours.	Stated project/program Purpose and Need is based on improving traffic flow on facilities that have been identified as having a Level of Service (LOS) E or F in the Horizon 2030 Existing plus Committed Deficiency Analysis. (LOS A = free flow traffic and LOS F = excessive grid lock)
Travel Demand Management	Increase strategies that reduce the demand placed on roadways and interstates by single occupant vehicles.	Stated project/program Purpose and Need indicates that the project/program will reduce the number of single-occupant vehicles in the traffic flow during peak hours. Projects and programs which considered for this priority are readily identified as Transportation Demand Management (TDM) strategies (high occupant vehicle incentives, transit, staggered work hours, telecommuting, alternate modes, etc.).
Air Quality	Improve air quality.	Stated project/program Purpose and Need is to improve air quality and the project/program meets the eligibility guidelines for CMAQ funding.
Freight	In support of economic development, improve mobility within designated freight corridors.	Stated project Purpose and Need is to improve freight movement in those corridors designated as Freight Corridors in the Horizon 2030 Transportation Plan update.
Alternate Modes	Improve mobility options through the implementation of alternate travel modes.	Stated project/program Purpose and Need is to provide additional and/or improve existing commuter / functional trip modal options (other then capacity adding projects for Single Occupant Vehicles). Any roadway improvement or construction project description that clearly states that alternate modes for commuter / functional trips are included within the scope of the project: Alternate modes to be defined.

Projects which address any of the six Regional Priorities are identified as **Transportation Plan Regional Priority** projects. Projects identified as such are eligible to receive the following special considerations.

1. In the event that administrative (funding responsibility) issues require a proposed project(s) to move from the Transportation Plan to the Illustrative List, non-Regional Priority Projects will be considered for transfer before **Transportation Plan Regional Priority Projects**.

2. **Transportation Plan Regional Priority Projects** are reviewed and considered for schedule priority and advancement in the Transportation Plan. Project sponsors will be asked to consider advancing projects which receive priority status.

3. **Transportation Plan Regional Priority Projects** will receive funding preference (programming and implementation consideration) when advancing to the Transportation Improvement Program (higher ranking in the TIP priority process).

Appendix F: Public Participation

Participation Opportunities

KIPDA has developed a Participation Plan, the *Transportation Planning Participation Plan for the Louisville (KY-IN) Metropolitan Planning Area*, which was approved and adopted in April 2007. The plan outlines the methods utilized by the MPO to encourage and seek out comments from all interested parties in the region, including the use of visualization techniques (maps, graphics, PowerPoint presentations, etc.). In addition, the MPO consults with the following agencies: airport operations, conservation, land use, economic development, freight movement, historic preservation, natural resources, non-emergency transportation services, recipients of assistance under Title 49 U.S.C. Chapter 53, recipients of assistance under Section 504 of the Rehabilitation Act of 1973, and security operations. The plan complies with the participation guidelines included in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and defined in the Federal Register for the Department of Transportation.

Participation opportunities were provided to allow the public, agencies, and the private sector the chance to comment on the draft *Horizon 2035 Metropolitan Transportation Plan*. The public review period was from July 13 through August 11, 2014. Notice of public review appeared in the Courier-Journal and other local newspapers, and a press release was distributed. Notice was also sent to a list (over 6000 email and regular mail) of citizens, affected public agencies (including, but not limited to land use, natural resource, environmental protection, historic and natural resources planning agencies), representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties in Clark and Floyd counties in Indiana and Bullitt, Jefferson and Oldham counties in Kentucky. Social media, including Facebook and Twitter, was also utilized in order to create more awareness of the opportunity to review the draft *Horizon 2035 Metropolitan Transportation Plan*.

Notification of the opportunity to review the draft *Horizon 2035 Metropolitan Transportation Plan* was also sent to residents, employers, and civic organizations in the KIPDA Title VI/Environmental Justice Area (*Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern*) whose address had been geo-coded into the KIPDA Contacts Database.

Copies of the draft *Horizon 2035 Metropolitan Transportation Plan* were available at all the public libraries in the five county KIPDA Metropolitan Planning Area (a total of 36 public libraries) for at least 30 days, at the KIPDA office, on the KIPDA website, and drafts were available upon request.

Two public meeting were held: one on July 28 at the Ken Ellis Center in Jeffersonville, and one on July 31 at the Highlands-Shelby Park Public Library in Louisville. In addition to the review periods and meetings, there was a public comment item on the agenda at the Transportation Technical Coordinating Committee (TTCC) meeting and Transportation Policy Committee (TPC) meeting, where members of the public were invited to voice their concerns to committee members. This, in addition to the 30 day public review period, ensured that full and open access was provided to the MPO decision-making process.

Disposition of Comments

As stated in the *Transportation Planning Participation Plan*, KIPDA is committed to a process that ensures a wide variety of opportunities for the community to take an active role in the regional transportation planning process. The summary of comments comprised below illustrates public opinion received from citizens.

Summary of Comments

- Support for road diet projects
- Need for light rail
- Need for transit improvements
- Support of US 60A (Eastern Parkway) project (KIDPA ID 275) and curb replacement
- Congestion promotes alternate modes of transportation
- KIPDA meeting locations could be more accessible
- A more simple explanation of air pollution attainment projects
- Further consideration of the linkage between land use and transportation
- Too much reliance on single occupant vehicles and lack of transportation options
- Continue and increase funding for bicycle and pedestrian projects

All comments are vital to the planning process and offer insight into what issues exist in the metropolitan planning area.

Comment Consideration

Following the close of the 30 day public review period, all comments, in their entirety, were compiled and forwarded to the TPC members for their review and consideration 15 days prior to the TPC taking action on the draft *Horizon 2035 Metropolitan Transportation Plan*. Project specific comments were forwarded to the project's sponsor for their review, consideration, and if appropriate, response. The TPC Comment Review Subcommittee reviewed the comments to ensure that careful and explicit consideration was given to the comments received. The Subcommittee had the opportunity to seek further clarification and request action specific to any of the issues raised in the comments. The TPC Comment Review Subcommittee could also forward additional recommendations to the TPC concerning any of the issues raised in the comments. The Subcommittee did not believe additional clarification or subsequent action was warranted relative to the comments received between July 13, 2014 and August 11, 2014. No additional project related actions were taken as a result of public comment.

Those who submitted comments were sent an acknowledgement that their comment was received, as well as an explanation of what happened to comments once they were received at KIPDA.

Legal Ads

The Kentuckiana Regional Planning & Development Agency is seeking public comment on a new FY 2015-2018 Transportation Improvement Plan and new Horizon 2035 Metropolitan Transportation Plan. Project information will be available for public review July 13 through August 11 in Bullitt, Jefferson and Oldham counties in Kentucky and Clark and Floyd counties in Indiana, and at www.kipda.org/transportation/drafts.aspx. Information may also be obtained and comments will be accepted at the Open Houses listed below, or by contacting Ashley Davidson at 502-266-6144 ext. 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD). Please send comments to KIPDA, 11520 Commonwealth Dr., Louisville, KY 40299 or by email to kipda.trans@ky.gov. In accordance with the Americans with Disabilities Act, people needing assistance should contact KIPDA with the requirements at the telephone numbers or address listed above.

Open Houses:

July 28, 2014
4:00-6:30 p.m.
Ken Ellis Center
1425 Pennsylvania Ave.
Jeffersonville, IN 47130

July 31, 2014
4:00-6:30 p.m.
Louisville Free Public Library
Highlands Shelby Park Branch
1250 Bardstown Rd.
Louisville, KY 40204 hspalxp

Courier Journal

News and Tribune

Pioneer News

Oldham Era

Transportation plan to be discussed at Jeffersonville meeting tonight

Posted: Jul 28, 2014 1:39 PM EDT
Updated: Jul 28, 2014 1:41 PM EDT

LOUISVILLE, Ky. (WDRB) -- KIPDA, the federally funded transportation planning agency for the Louisville metro area, will hold an open house tonight in Jeffersonville, Ind. to receive comments on a draft of its Horizon 2035 Metropolitan Transportation Plan.

The meeting is from 4 to 6:30 pm at the Ken Ellis Center, 1425 Pennsylvania Ave., 47130. A second open house will be held in Louisville on Thursday from 4 to 6:30 pm at the Highlands/Shelby Park library branch at 1250 Bardstown Road, 40204.

The 600-page transportation plan describes dozens of road projects in Jefferson, Bullitt and Oldham counties in Kentucky and in Clark and Floyd counties in Indiana. It also includes plans for alternative transportation, like completing the Louisville Loop bike and pedestrian path around Jefferson County. KIPDA officials are also seeking public input on drafts of their Participation Plan and 2015-2018 Transportation Improvement Plan. All three plans will be addressed at the open houses.

The plans can be viewed at http://www.kipda.org/transportation/drafts.aspx or at public libraries in Jefferson, Bullitt, Oldham, Clark and Floyd counties.

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http://www.wdrb.com/story/26130920/transportation-plan-to-be-discussed-at-jeffersonville-meeting-tonight

July 29, 2014

Agency seeking comment from Clark, Floyd residents on transportation plan

NEWS AND TRIBUNE newsroom@newsandtribune.com

LOUISVILLE — The Kentuckiana Regional Planning & Development Agency seeks public comment on a new draft Participation Plan.

The draft Participation Plan will be available for public review from now through Sept. 8 at public libraries in Bullitt, Jefferson and Oldham counties in Kentucky, and Clark and Floyd counties in Indiana, and at kipda.org/transportation/drafts.aspx.

Information may also be obtained and comments will be accepted by contacting Ashley Davidson at 502-266-6144 ext. 123, 1-800-648-6056 (Ky. TDD), or 1-800-962-8408 (Ind. TDD).

Additionally, an open house will be held from 4 to 6:30 p.m. Thursday, July 31, at Louisville Free Public Library, Highlands/Shelby Park Branch, 1250 Bardstown Rd., Louisville.

Please send comments by mail to KIPDA, 11520 Commonwealth Drive, Louisville, KY, 40299, or by email to kipda.trans@ky.gov

Open House Sign-In Sheets

KIPDA
Kentuckiana Regional Planning and Development Agency

Transportation Improvement Program Update
Horizon 2035 Metropolitan Transportation Plan
and Participation Plan Open House

July 28, 2014
4:00-6:30 p.m.
Ken Ellis Center-Jeffersonville

1. Josh Suiter, One Southern Indiana
2. ED METKA, VESCO
3. Brittany Montgomery Town of Clarksville
4. Amy Williams Taylor Siefker Williams
5. Matt Koesters News + Tribune matt.koesters@newsandtribune.
6.
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KIPDA
Kentuckiana Regional Planning and Development Agency

Transportation Improvement Program Update and Horizon 2035 Metropolitan Transportation and Participation Plan Open House

July 31, 2014
4:00-6:30 p.m.
Highlands Shelby Park Library

1. Ruth Ellen Flint
2. Terrell Holder
3. Philip Overmyer
4. Pam Davidson
5. Greg Zahradnik
6. Cathy Hinko
7.
8.
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20.

Public Comments

KIPDA Public Comment Reporting Form

Date Received: 7/31/14 Received By: Ashley

Name: GREG ZAHRADNIK
Address: 1239 ROYAL AVE
E-Mail: ZENGR@JUNO.COM
Phone:
Affiliation (if any):
Comment: 1) MEETING LOCATION AT HURSTBOURNE LANE & EXPRESSWAY IS ONE OF THE REASONS FOR LOW PUBLIC COMMENTS ANY TURNOUT.

PLEASE CHANGE LOCATION OR AT LEAST ROTATE TO OTHER LOCATIONS AND SOME THAT ARE MORE ACCESSIBLE BY BICYCLE, TRANSIT, WALKING, ETC.

2) ROAD DIET PROGRAMS SEEM TO WORK OUT WELL, INCREASE SAFETY & USEABILITY

Specific Project or Program:
KIPDA Project ID #:
In Contacts Database? Yes No
Follow-up required:
Date given to Community Outreach Planner:

KIPDA Public Comment Reporting Form

Date Received: 7/31/14 Received By: Ashley

Name: Ruth Ellen Flint
Address: 3819 Ormond Rd
E-Mail: RuthEllen.Flint@LFPL.ORG
Phone: 574-1672
Affiliation (if any):
Comment: Let TARC look into routes from St. Matthews to the Highlands - Chenoweth Lane to Bardstown Rd., crosstown.

Specific Project or Program:
KIPDA Project ID #:
In Contacts Database? Yes No
Follow-up required:
Date given to Community Outreach Planner:

Davidson, Ashley E (KIPDA)

From: Guiles, Gina (KIPDA) on behalf of KIPDA Transportation
Sent: Friday, August 01, 2014 9:22 AM
To: Davidson, Ashley E (KIPDA)
Cc: Chaney, Larry D (KIPDA)
Subject: FW: Contact Us Form Submission

Gina Marie Guiles
Transportation Administrative Technician Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6144 x116
(502) 266-5047 Fax

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-----Original Message-----
From: Contact Page Form [mailto:bluefrog111@yahoo.com]
Sent: Thursday, July 31, 2014 6:58 PM
To: KIPDA Transportation
Subject: Contact Us Form Submission

First Name: Kyle
Last Name: T
Email Address: bluefrog111@yahoo.com

Subjects: Rail Transit
Comments: Dear KIPDA,
I am a 13 year old living in Louisville, and I think that Louisville needs some type of rail transit. I have made a website advocating for rail transit to come to Louisville. Here is the link: http://bluefrog111.wix.com/lightriallouisville

Sincerely,
Kyle T

Davidson, Ashley E (KIPDA)

From: Guiles, Gina (KIPDA) on behalf of KIPDA Transportation
Sent: Friday, August 01, 2014 9:23 AM
To: Davidson, Ashley E (KIPDA)
Cc: Chaney, Larry D (KIPDA)
Subject: FW: KIPDA ID# 275 (US 60A, Eastern Parkway)

Gina Marie Guiles
Transportation Administrative Technician
Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6144 x116
(502) 266-5047 Fax

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From: Troy [mailto:troymello@gmail.com]
Sent: Friday, August 01, 2014 9:02 AM
To: KIPDA Transportation
Subject: KIPDA ID# 275 (US 60A, Eastern Parkway)

My two cents: I see this roadway is scheduled (proposed) to have it's current pan curb replaced with a standard header curb (which is great for this narrow roadway).

In addition, please consider giving this roadway the "road diet" treatment. The western-most portion of the same roadway had already been given the "diet". Please continue the diet from I-65 to US 31E. The four-lane roadway cuts through the highly residential and "walk-able" neighborhoods and encourages speeding traffic. The addition of bike lanes plus a center turning lane would be fantastic for this neighborhood, in my opinion.

Thanks for reading. (Let me know if this was not the proper channel for this.)

Troy - profile

Terrell Holder tholder@bellsouth.net

3113 Albans Pl Louisville KY 40241

Typo page 1 - Introduction Should read Transportation Plan. Insert the word "plan".

Page 10, Pargraph 1 - "Jefferson County will remain the population center of the MPA through 2030" Should it read 2035?

BRT-Light (Dixie, US60)- Suggest alternate phrasing. "light indicates somethimg "less" Consider "Rapid Bus" as in "FAST and FREQUENT" If its not separate guideway BRT, its not really BRT

Regional Priorities (circa 2004?)

- They should be listed in the document as I only found 2 (Freight and Alternate Modes)
- If priorities are based on a 10 year old determination, it seems like a good time to revist them as community priorities may have changed since 2004.

Organizational - The projects are organized in alphabetical order by name. The names are often roads but not always. An index to projects, or several indexes, organizing projects by zip code, political districs (counties and voting districts), project type (road, interchange, public transit, bike/ped facilities, etc.), project projected cost, project projected date of completion, etc. This would help reviewers more easily find projects they are interested in.

Revisting "congestion" - In general Louisville has very few serious congestion problems. At the same time, recent studies have identified congestion as an indicator of prosperity, economic and social vitality, and a driver of congestion avoidance innovations other than laying pavement. Creating a better LOS for autombiles though road widening functionally limits access to other choices such as bike, pedestrians and access to public transit. It is not at all clear that the free flow of autombiles improves air quality or reduces emissions. Positive examples include Bardstown Rd and Frankfort Avenue and main streets in rural communities like LaGrange, Shepherdsville, Old Middletown, J-Town, and New Albany and Jeffersonville, IN. These old city neighborhoods are congested but the congestion has created communities with a greater reliance on walking, biking and transit AND the residents in these areas and others, do not desire additional lanes that would increase the speed of traffic, negatively affecting the human scale of those neighborhoods. Innovative travelers will often find other options, such as public transit, and biking, that are preferable to sitting in traffic, thus organically reducing congestion while retaining vitality of the place. Spending money to widen roads may not be their best choice and should not be the default choice for congestion mitigation. Congestion may not, after all be a bad thing.

Land Use -

- Household population - If I understand household population as the non-institutionalized population in an area, the Jefferson County 2035 projection of 740,000 has most likely been

eclipsed already according to Census.gov (756,000 pop; 730,000 household pop calculated). My estimate, based on based on 6% growth per decade is more like 830,000 in 2035 . Please revisit this data on the next iteration.

- There is clearly a need for integration of land use policies and transportation and your discussion of land use identifies the information you gathered. What you don't say is what you discovered. It would be nice to have some general statements in the land use section that identified the land use priorities in the 5 MPA counties. Have the counties identified specific areas for greenfield development? Infill? Community revitalization? Do they state goals for public transit improvements and highway improvements? How much of a priority are complete streets designs? We know that transportation infrastructure facilitates development and it's important for the public to know how planned projects connect with each of the counties' land use priorities. Ultimately, it's important to, at minimum, outline what you see as the path of progress.

Title VI -

- The Six Study Areas identified in the *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and other Communities of Concern* should be listed in the MTP.
- Pg 12 last paragraph - "emphasis on communication between residents and employers from the [Title VI] Study Areas and the Transportation Policy Committee." A project should be included that provides alternative opportunities, like special buses, alternate meeting times and alternate locations, to assist non-drivers in EJ areas to participate in TPC and TTCC meetings.
- Add "public transit" to list of Strategies on page 13 under Title VI Issues.
- Put an "s" at the end of Issue in the section title on pg 12.

Pg 41

Air Pollution attainment projections - The MTP draft utilized various models to project future Mobile Source emissions. The information shows a steady increase in vehicle miles traveled while forecasting a rather steep decline in PM 2.5 and NOX emissions. The technical description of the methods is explained in a manner appropriate for air quality professionals but the average person has no idea how and why the predicted reductions will occur. I can infer that better gas blends and perhaps better MPG are likely candidates, but it is not stated. A human readable explanation should be included, particularly since predicted reductions of regulated air pollutants in an environment of increasing VMT are counterintuitive.

Risks to Business as Usual – There are three serious risks that will escalate over the next 20 years. These risks will lead to higher fuel prices. While it seems unthinkable now considering dysfunctional politics in Washington, sooner or later there will be a tax placed on carbon because of climate change. That will raise the price gasoline and diesel fuel causing hardship for many and mode switching for others. There is certainly a boom in oil and gas exploration but unconventional oil and gas production are not cheap and fuel will not get cheaper. Gas and diesel prices will go up. Finally, the gas tax is no longer enough to keep up with necessary transportation infrastructure needs. The Federal Highway Trust Fund will need to be funded, most likely with an increase in gas tax. Gas and diesel prices will go up. These risks should be noted in the MTP.

Davidson, Ashley E (KIPDA)

From:	emilyboone@aol.com
Sent:	Friday, July 25, 2014 5:11 PM
To:	Davidson, Ashley E (KIPDA)
Cc:	emilyboone@aol.com; emilyboone@iglou.com; kyspring@bellsouth.net; Kathyistrading@gmail.com; gillholland@gmail.com; greg.fischer@louisvilleky.gov
Subject:	The Metropolitan Transportation Plan

Ashley,

Hope you had an enjoyable weekend.

I appreciate our short conversation.

I very much want to comment on the Metropolitan Transportation Plan. Due to a recent client consultation request, I cannot attend the public open house for the plan at the Highlands Shelby Park Library. I have regularly attended previous public comment meetings.

I am very interested to have the Plan focus on multimodal, rather than its historical and recent emphasis (98% to 99%) reliance on the single occupancy vehicle as the main mode of mobility.

I would find it helpful to know the percentages of the Metropolitan Transportation Plan assigned to:

- single occupancy vehicles
- multiple occupancy vehicles
- trucks (all types including 18 axles and tandem pulled trailers)
- public transit
- bicycles
- non-motorized
- public transit
- passenger rail in the urban area
- passenger rail for regional mobility
- freight rail for regional mobility of goods
- pedestrian access and mobility
- differently abled access to mobility
- mobility over water:
    - bridges
    - ferry
- airplane terminal accessibility by all of the above mentioned options.

I have expressed for many years my concern about the LACK of transportation options pursued by local political and business leadership. The KIPDA Region has pursued 50 year old ideas that dynamic other metropolitan centers had abandoned by the year 2000.

I want to comment **positively** on any item in the current Metropolitan Transportation Plan the advances multimodal approaches and greatly reduces the investment in the car centric plans locally implemented over the last half century.

I regularly commute by bicycle, walking, public transportation, and when necessary, though infrequently, by automobile.

I look forward to submitting further comments and discussing this with you.

Thank you for time and your public service,

Emily

Emily Boone
102 Pope Street
Louisville, Kentucky 40206-3119
502-585-3430

From: emilyboone@aol.com [mailto:emilyboone@aol.com]
Sent: Tuesday, August 05, 2014 4:18 PM
To: Davidson, Ashley E (KIPDA)
Subject: Follow-up to previous comment on the 2035 Transportation Plan and 2015 - 2018 TIP

Dear Ashley,

Thank you for the conference call reviewing the 2035 Transportation Plan and the 2015-18 TIP. I have been impressed over the years by the dedicated staff of the Transportation Department. I am greatly encouraged by these documens shifts to be more multi-modal and less car-centric . I understand there has been a ten fold increase in funds allocated to bicycling and pedestrian projects. I hope this rate of shift continues at an even faster pace to put our region in the forefront of mobility thinking in these times of the shrinking dollar.

I continue to be very much interested in the following being considered in all mobility planning.
- single occupancy vehicles
- multiple occupancy vehicles
- trucks (all types including 18 axles and tandem pulled trailers)
- public transit
- bicycles
- non-motorized
- public transit
- passenger rail in the urban area
- passenger rail for regional mobility
- freight rail for regional mobility of goods
- pedestrian access and mobility
- differently abled access to mobility
- mobility over water:
- bridges
- ferry
- airplane terminal accessibility by all of the above mentioned options.

Thank you for your time and consideration.

Emily Boone
102 Pope Street
Louisville, Kentucky 40206-3119
502-585-3430

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Appendix G: Metropolitan Transportation Policy Committee Resolution

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A Resolution
of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee
adopting the
Horizon 2035 Metropolitan Transportation Plan

Whereas, the Kentuckiana Regional Planning and Development Agency (KIIPDA) Transportation Policy Committee is designated by the Governors of the State of Indiana and the Commonwealth of Kentucky under state and Federal laws as the Metropolitan Planning Organization (MPO) for the Louisville (KY-IN) Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky; and,

Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

Whereas, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

Whereas, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan*, *Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and Federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of Horizon 2030, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

Whereas, the KIPDA Transportation Policy Committee is to certify Horizon 2035 complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

Whereas, Horizon 2035 has been determined to conform with the State Implementation Plans of Indiana and Kentucky; and,

Whereas, the results of a regional emissions analysis indicate Horizon 2035 meets the requirements of conformity under the eight-hour ozone standard and the annual fine particulate matter standard; and,

Whereas, Horizon 2035 will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

Now, therefore let it be resolved that the KIPDA Transportation Policy Committee adopts the Horizon 2035 Metropolitan Transportation Plan to serve as the KIPDA MPO official Metropolitan Transportation Plan, contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

Let it be further resolved, that KIPDA staff is authorized to transmit Horizon 2035 to the Federal Transit Administration, Federal Highway Administration, and the Environmental Protection Agency to make the Federal conformity determination in accordance with Federal conformity regulations; and,

Be it further resolved, that KIPDA staff is authorized to transmit Horizon 2035 to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted, by the KIPDA Transportation Policy Committee this 28th day of August , 2014.

The Honorable Bill Dieruf, Chair
KIPDA Transportation Policy Committee

Larry Chaney, Recording Secretary
KIPDA Transportation Division Director